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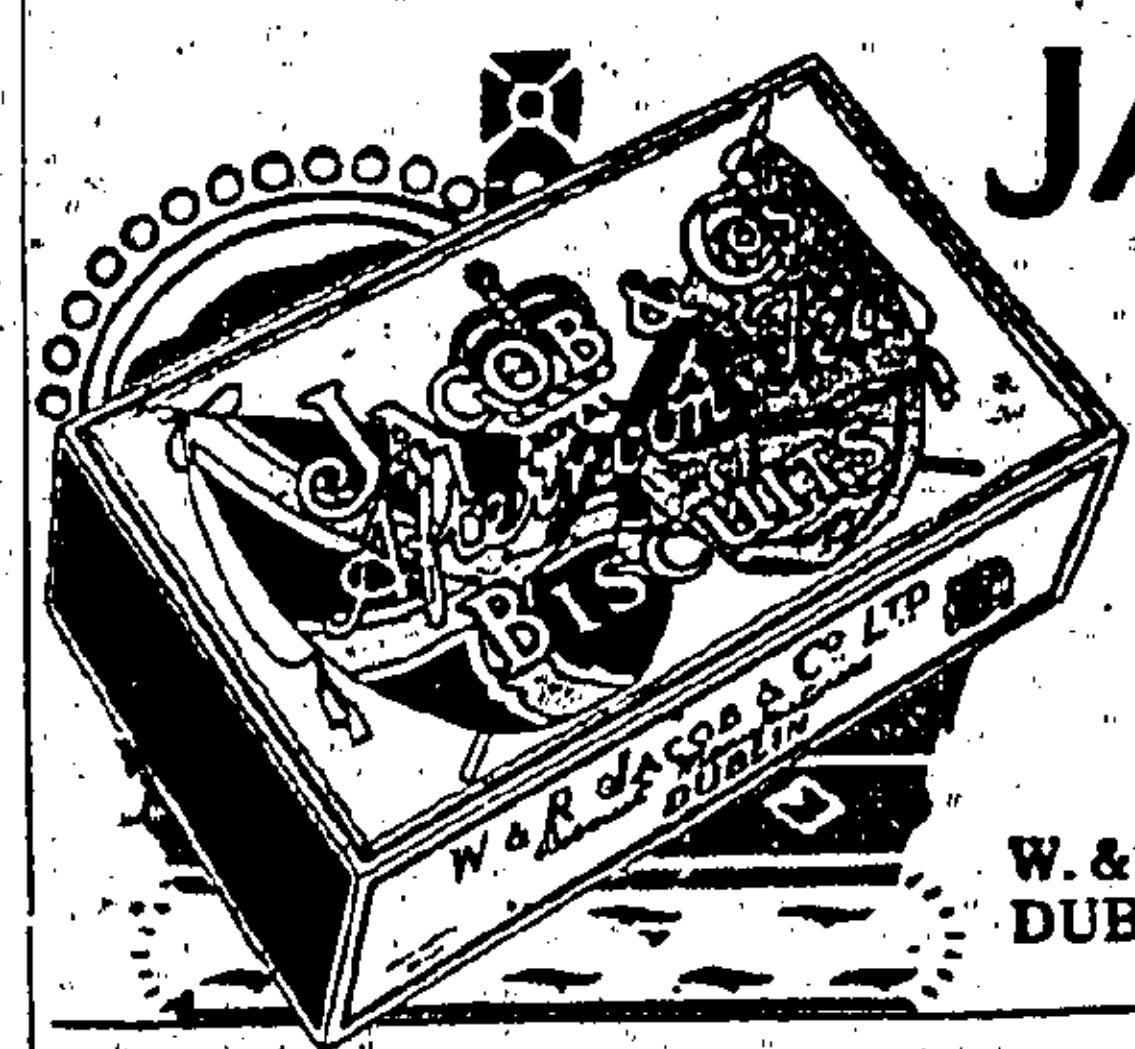
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OHUZENJI (Nikko)— LAKESIDE HOTEL	MATSUBARA— PARK HOTEL MIYAJIMA HOTEL MIYAJIMA HOTEL MIYAJIMA HOTEL MIYAJIMA HOTEL MIYAJIMA HOTEL MIYAJIMA HOTEL MIYAJIMA HOTEL	UNZEN— KYUJUKU HOTEL YUKI HOTEL YUKI HOTEL YUKI HOTEL YUKI HOTEL YUKI HOTEL YUKI HOTEL YUKI HOTEL
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IN TAIWAN (FORMOSA)		
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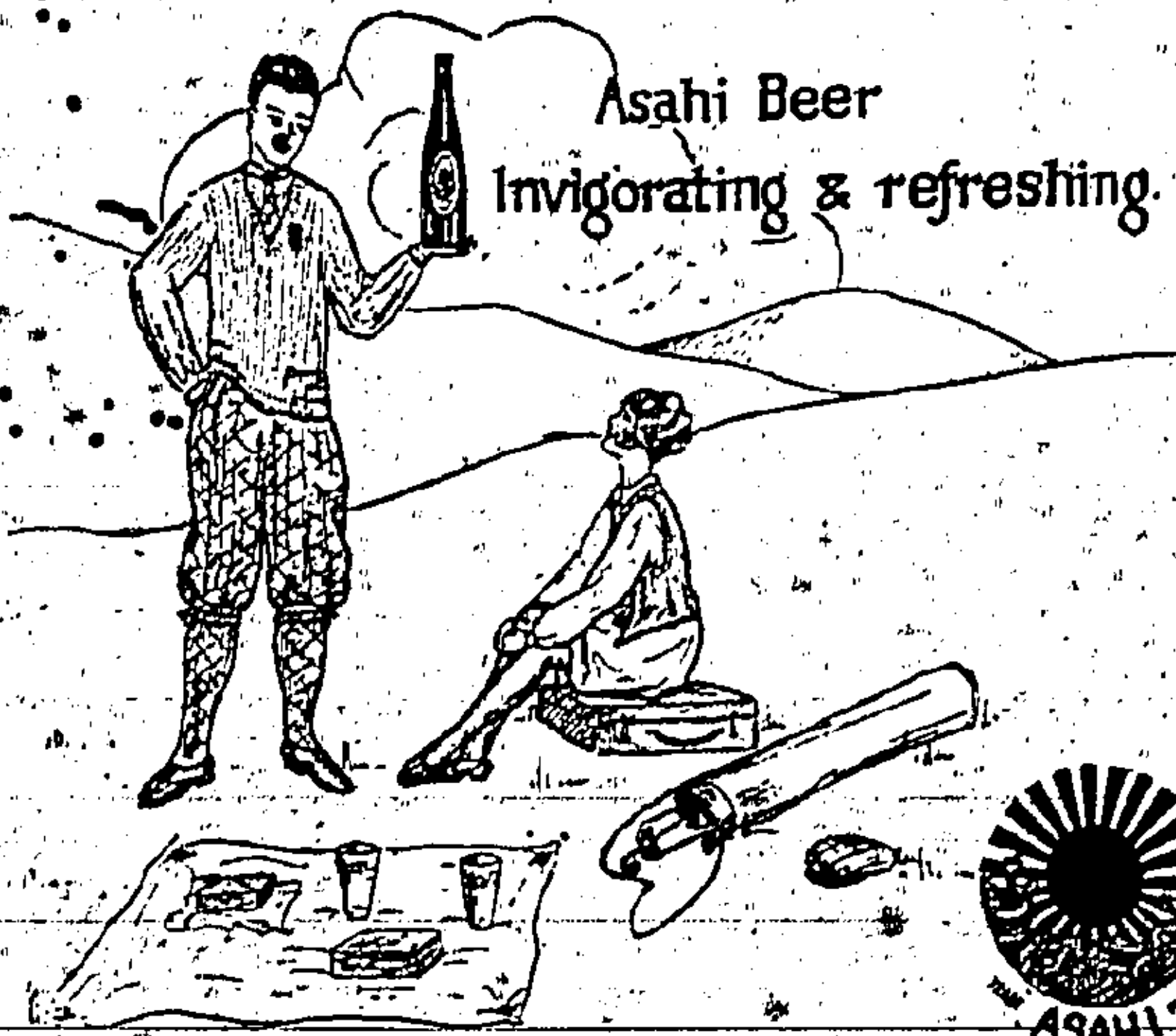
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THE PRAYER BOOK DIFFICULTY.

AUTHORISED CHANGES.

ARCHBISHOP'S LAST WORDS.

(THROUGH BUTLER'S AGENCY.)

LONDON, Sept. 28th.

A fresh endeavour to restore peace in the Church of England has emerged from the conference of Bishops at Lambeth Palace, which has been giving further consideration to the problem created for the Church by the rejection by Parliament of the Revised Prayer Book.

A notable feature of the conference was the fact that Dr. Randall Davidson, the Archbishop of Canterbury, was presiding for the last time before his resignation comes into effect.

As the result of the conference, the Archbishop of Canterbury and the Archbishop of York have jointly authorised the announcement that "during the present emergency the Bishops cannot regard as inconsistent with the loyalty and principles of the Church of England the use of such additions to or deviations from the Prayer Book of 1662, as fall within the limits of the proposals set forth in the Revised Book approved in 1928.

Permitted Deviations.

It must be fully understood that the deviations permitted are only those contained in the 1928 Book, and approved by the House of Convocation and the Church Assembly. The Bishops must regard as inconsistent with the loyalty of the Church the use of any other deviations or additions.

Accordingly, the Bishops in the exercise of their legal or administrative discretion will be guided by the proposals approved in 1928, and will endeavour to secure that practices consistent with the Prayer Book of 1662, nor the Revised Book of 1928, shall cease.

Moreover, the official announcement goes on, the Bishops will regard it as a governing principle that no departure from the Book of 1662 will be permitted in public services in Church, unless the people as represented in the Parochial Church Council or (in the case of occasional offices) the parties concerned, be in agreement with the incumbent.

Reservation.

The Bishops recommend that permission to use "The Consecration" (The canon) in the alternative order of Holy Communion, approved both in 1927 and 1928, should only be granted provisionally in exceptional circumstances, subject to such conditions as the Bishops may determine.

It is made perfectly clear that the Bishops will regard all variations from and additions to the Order of Holy Communion as set out in the Prayer Book of 1662 except such variations and additions as the Diocesan Bishops may sanction in accordance with the Alternative Order of 1928, as irregularities which must cease.

Rubrics for the Reservation of Consecrated Elements will be further considered by a Committee of Bishops.

Pending the recommendations of the Committee on this important matter, new applications for permission to use the Reservation of the Sacrament should be granted only provisionally.

The statement concludes with a powerful appeal for the co-operation of Churchmen in this fresh effort to restore peace in the Church.

INDIAN MILL STRIKE CONTINUES.

HOPES OF SETTLEMENT
DASHED.

(THROUGH BUTLER'S AGENCY.)

BOMBAY, Sept. 28th.

The negotiations with the mill-owners and strikers which were regarded as hopeful have now broken down on the question of the cut on the weavers' wages.

KING OF ITALY TO ABDICATE?

RUMOUR IN FRENCH PAPER.

(THROUGH BUTLER'S AGENCY.)

PARIS, Sept. 28th.

The Quotidien Rome correspondent reports that the King of Italy intends to abdicate after signing a decree dissolving the Chamber and that Signor Mussolini intends to install the Duke of Apulia as King.

THE GREEK FEVER OUTBREAK.

OFFICIAL FIGURES PUBLISHED.

(THROUGH BUTLER'S AGENCY.)

ATHENS, Sept. 28th.

Owing to exaggerated reports appearing abroad, official statistics have been published giving the number of deaths from the dengue fever epidemic as 801 persons in Athens and 1,040 persons throughout Greece up to September 20th. The epidemic is now practically ended.

BOMB OUTRAGES IN AUSTRALIA.

WORKERS' HOMES WRECKED.

SPECIAL CONSTABLES
ENROLLED.

(THROUGH BUTLER'S AGENCY.)

MELBOURNE, Sept. 28th.

Bombs were thrown at the residences of foremen and stewards in South Melbourne and Middle Park. The front room of the house at Middle Park was wrecked and also another room in which which two children were sleeping was damaged, but the children were unharmed.

A bomb blew a hole in the roof of a house in South Melbourne but nobody was hurt.

Residents in the districts are very concerned and alarmed, and a large body of police has been sent to investigate.

Armed "Specials."

The call for special constables to cope with the National crisis has met with a quick response.

It is officially expected that 2,000 armed with rifles will be enrolled by the 28th inst. and will be thoroughly organised to prevent disorder and protect the volunteers. Premier Butler declares the issue is "Mob rule or Constitutional Government."

Horror And Indignation.

—Sept. 28th.

The horror and indignation of last night's bomb outrage are reflected in the rush of volunteers. Two thousand have already registered and it is expected to be able to cope with the rush of shipping expected over the week-end.

The Maritime Unions' Conference has made arrangements to take control if a General Strike, which is now regarded as inevitable, breaks out.

MONGOL AUTONOMY.

(THROUGH BUTLER'S AGENCY.)

PEKING, Sept. 28th.

Representatives of the Barga Mongols and Chinese met this week when it is understood an agreement was reached whereby the Barga will have autonomy but will remain under Chinese sovereignty.

A Council will be created containing representatives from each district of the Barga. The Chinese will be allowed to withdraw all expropriatory forces and none who shall be punished.

HOPES OF REWARD.

(THROUGH BUTLER'S AGENCY.)

PEKING, Sept. 28th.

It is reliably reported that Pei Chung Hsi wired to Nanking on the 27th inst. requesting that all troops of the Fourth Group should return to Hankow immediately on the ground that the Chihli-Shantung troops had been suppressed and there was no more work to do.

It is generally believed that the action was really meant to test the attitude of the Nanking Government towards himself with the hope of obtaining a reward for his services.

Pei Chung Hsi is also reported to have wired to Chiang Kai Shek requesting the latter to release him from the post of acting commandant of the National troops in North China.

NATIONALIST FLAG IN MANCHURIA.

JAPAN'S VIEWS IGNORED.

(THROUGH BUTLER'S AGENCY.)

PEKING, Sept. 28th.

In a Kuo Min message from Peking it is reported that Pei Chung Hsi and Yang Yu Ting have agreed, firstly, that the Fengtian troops inside the Great Wall shall withdraw outside; secondly, that Manchuria will fly the Nationalist flag shortly and will issue a circular telegram announcing allegiance to the Nationalist Government.

Pei Chung Hsi has telegraphed the terms to Nanking for approval. A Tientsin special message from Mukden states that the Fengtian authorities definitely have decided to fly the national flag on October 10th throughout Manchuria, "Japanese objections notwithstanding."

TARIFF RIGHTS.

(THROUGH BUTLER'S AGENCY.)

NANKING, Sept. 28th.

It is reliably reported that the Nationalist authorities are preparing to exercise their rights of tariff autonomy on or about January 1st, 1929, according to a new schedule drawn up by a specially appointed Commission.

SEARCH FOR MISS TOBIN.

With regard to the capture of Miss Tobin by Kwangsi bandits, a message has been received from Bishop Holden that the Magistrate of the district left for the bandit rendezvous yesterday apparently in an attempt to secure the release of the captured missionary. Apart from this, no other news is available regarding Miss Tobin's fate.

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Do.\$1,330 nom.
Chartered Bank\$22 buy.
Mercantile Bank, A. & B.\$24 nom.
Do.\$24 nom.
E. & O. Bank\$22 buy.
East Asia Bank	.....\$77 nom.
Canton Insurance	.....\$690 buy.
Union Insurance	.....\$374 sel, 374 1/4 sa.
North China Ins.	.....\$160 buy.
Yangtze Insurance	.....\$450 nom.
China Underwriters	.....\$24 buy.
China Fire Insurance	.....\$275 buy.
Hong Kong Fire Ins.	.....\$280 sel.
Douglas	.....\$281 nom.
H.K. Steamships	.....\$274 buy.
H.K. Tugs	.....\$23 nom.
Indo-China (Prof.)	.....\$35 buy.
Do. (Def.)	.....\$724 buy.
Shell Transport	.....\$115/ nom.
Waterworks	.....\$22 buy.
Electricity	.....\$215 buy.
Kailan Mining Admin.	.....\$5/ buy.
Langkat (combined)	.....\$1/ 81 nom.
Do. (single)	.....\$1/ 81 nom.
S. M. Explorations	.....\$1/ 24 nom.
Shanghai Loans	.....\$1/ 34 nom.
Haubi	.....\$44 nom.
Tronoh Mines	.....\$17/ 8 nom.
H.K. & W. Wharves	.....\$153/ 4 nom.
H.K. & W. Docks	.....\$27 nom.
China Provident	.....\$6/ 70 buy, 5/ 85 sel.
Hongkong	.....\$1/ 156 nom.
New Engineering	.....\$1/ 51 buy.
Shanghai Docks	.....\$1/ 106 buy.
Ewo Cottons	.....\$1/ 12 sa.
Oriental Cottons	.....\$1/ 24 sel.
S'hai Cottons (old)	.....\$1/ 62 nom.
Do. (new)	.....\$1/ 35 buy.
H.K. & R. Hotels	.....\$2/ 70 sel.
H.K. Lands	.....\$2/ 64 buy.
Shanghai Lands	.....\$1/ 123 buy.
Hampshire Estates	.....\$1/ 10 buy.
H.K. Realities	.....\$2/ 60 buy, 3/ 80 sel.
H.K. Tramways	.....\$2/ 15 buy, 2/ 24 sel.
Peak Trams (old)	.....\$1/ 31 buy.
Do. (new)	.....\$1/ 31 buy.
Star Ferries	.....\$1/ 31 buy.
China Lights (old)	.....\$1/ 31 buy.
Do. (new)	.....\$1/ 31 buy.
Do. (1928 issue)	.....\$1/ 31 buy.
H.K. Electric (old)	.....\$2/ 60 buy, 3/ 80 sel.
Do. (new)	.....\$1/ 31 buy, 2/ 24 sel.

(Continued on next column.)

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE.)

Rugby, Sept. 28th.

Paris124.05
Brussels34.89
Amsterdam12.00
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Copenhagen18.19
Vienna34.42
Helsingfors102
Lisbon107 1/2
Bucharest79 1/2
Buenos Aires	.....47.11/32
New York	.....48.1/32
Geneva	.....25.20
Milan	.....92.75
Stockholm	.....18.13
Oslo	.....18.19
Prague	.....29.42
Madrid	.....37 1/2
Athens	.....37 1/2
Rio	.....5.29/32
Bombay	.....1/8
Yokohama	.....1/10, 21/32
Shanghai	.....2/7
Hong Kong	.....1/11
Silver (spot)	.....25.7/16
Silver (forward)	.....20 1/2

Macao Electric	.....\$26 buy.
Telephones	.....\$715 buy, cum rights, 5/ 50 sa. 2 rights
China Buses	.....\$111 buy.
Singapore Tractors	.....\$12/ 13/ sel.
Do. (Prof.)	.....\$15/ 13/ sel.
China Sugars	.....\$1 nom.
Malayan Sugars	.....\$17 nom.
Canton Ice	.....\$34 nom.
Cement (combined)	.....\$2.90 nom.
Do. (old)	.....\$14 nom.
Do. (new)	.....\$14 nom.
H.K. Buses (old)	.....\$7.10 buy.
Do. (new)	.....\$7.05 buy.
United Asbestos	.....\$5 nom.
Dairy Farms	.....\$22.80 buy.
Watsons	.....\$14 nom.
Der A. Wings	.....\$10.50 nom.
Lane Crawford	.....\$24 buy.
Mackintosh	.....\$20 nom.
Sincores	.....\$11 buy.
Wm. Fowles	.....\$193 buy, 2 return of capital
H.K. Amusement	.....\$25 sel.
H.K. Construction	.....\$11 buy.
Equa. Indus. G. Bonds\$4 1/2 buy.
H.K. Govt. Loans\$7 prom. buy.
buy—buyers; sel—sellers; sa—sales; nom.—nominal	

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Leb's Trade and Shopping Guide of Hong Kong

July 1928 to June 1929

AN ANGLO-CHINESE DIRECTORY

CONTAINING:

Maps of Hong Kong's Business Section showing Buildings and House Numbers.
Government Offices and Justices of the Peace.
Alphabetical list of Firms and names of staff.
Classified lists of over 150 classes of Business, Trades, Professions, Shops, Associations, etc.
Practical Information and Abridged Time Tables of Railway, Tramways, Buses, Ferries, etc.

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"COURT LIFE" IN GERMANY.

COMEDY OF A PRINCE AND A SHERIFF.

The German summer is enlivened by a miniature fight between Republic and Monarchy which proves that the comedy of petty German court life has not yet ceased. This time there are larger issues at stake than the stuff of which German film producers make their most successful pictures.

The chief plank in the democratic platform at the last elections was the demand for abolition of all those territories enclosed within the boundaries of a larger Power. Of these enclaves the best known abroad is probably the Prussian area of Hohenzollern, which lies, many hours' journey from Prussia, on the banks of that very southern river, the Danube, in the State of Wurtemberg. There was a very good reason for Prussia taking an interest in Hohenzollern as the ancestral home of its royal house, to-day a well-preserved ruin, crowning the rock whose fortifications once gave shelter to the population nestling in its shadow.

There is no cause for the Republic to cherish it. As a matter of fact the more usual term for the whole district is Sigmaringen, from the chief town of the principality. Sigmaringen has a population of some five thousand souls. Another town, Hechingen, gives its name to the line of Hohenzollern-Sigmaringen. Hechingen, which for generations has enjoyed as much local power as the boldest branch which settled in the sand of Brandenburg, and took its place, a parvenu, but a powerful one, among the crowned heads of Europe. The Revolution, which swept away the Hohenzollerns of the north of Germany, forced their relatives to retire.

Sheriff "Cut" By Prince.

As may be observed in all small principalities and dukedoms of Germany to-day, the bulk of the populace was unwilling to see them go. These little towns still lived in the shadow of the great folks at the castle. Shopkeepers supplied the household goods of a more luxurious type than the sober citizens were wont to order; the wives and daughters of professional men, civil servants, and other functionaries ordered gowns for tea-parties and soirées at "court." The socially ambitious had a never-ending interest in life. It is perhaps quite natural, viewed from the local standpoint, that while the ex-Kaiser's sons appear honestly endeavouring to adapt themselves to changed circumstances and act as "private gentlemen," the minor potentates of Germany find it hard to part with established tradition.

The Prussian sheriff of Hohenzollern-Sigmaringen, therefore, has found it necessary to undertake a special journey to the Ministry of the Interior in Berlin to ask advice upon a point of etiquette which is causing a local war. The death of the head of the house, a man still accustomed to royal privileges, Prince Wilhelm of Hohenzollern, was believed to be the signal for a radical change in the manners of the Republican administration of this little bit of Prussia.

Hitherto the sheriff sent from headquarters in Berlin—no Socialist, but a Catholic Centre Party man, therefore chief asset of this ambiguous party, acceptable to both Right and Left—had not been received by the Prince at the castle when he desired to pay his official visit. Wishful to let bygones be bygones, he intimated that he would accept the excuse of indisposition, and would pay a second call. The information was conveyed to the sheriff that the Prince was of no mind to do such a thing. Thereupon the sheriff was ignored locally by the best families of Hohenzollern. Five of his own staff who accepted a princely invitation which excluded himself were immediately transferred by the Prussian Government in Berlin.

No Longer A "Highness."

The local mayor, a loyal citizen also, found Prussia by flagging the city hall on the Prince's birthday. On receiving an intimation that the new Prince intended keeping up the family tradition of war with the Republic, the sheriff left Berlin again with a document to be nailed like Luther's theses to official doors in Hohenzollern.

The Berlin edict provides that the title of "Prince" is now part of the surname and is not to be separated from it. Whereas his father was Prince Wilhelm of Hohenzollern, the new head of the family's name is "Friedrich, Prince of Hohenzollern." He is not to be addressed as "Highness," nor is he to sign any papers or cause any letters to be sent from his household implying that he still considers himself a "Highness." This, so Prussia orders, is to be given "the strictest attention" of all citizens. The whole affair, ridiculous as it is, calls, according to the Republican Press, for the withdrawal of Prussia from the land of Hohenzollern. It might be possible to exchange the spot for a similar piece of south German land enclosed by Prussia herself. Others believe that the central Government at Berlin must now, by hook or by crook, uphold the dignity of the Republic and hold on to Hohenzollern.

It seems perfectly clear at the outset that the local citizens of Hohenzollern are not "pur-

ARE THERE ANY LETTERS FOR YOU?

UNCLAIMED CORRESPONDENCE, ETC., AT THE G.P.O.

THE OFFICIAL LIST FOR SATURDAY.

A General Post Office notification, issued on Saturday, gives the following particulars with regard to unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams at the Radio Telegraph Office, Government Building:—

Poste Restante Correspondence.

R. H. Beaven, G. Borodin, C. D. Clarke, V. C. Cavinta, Charles Cocks, Jr., K. K. K. Bros., Miss Haynes, A. Kets, L. N. Bros., Miss Nitz, Mrs. H. M. Percy, M. Rejz, Mrs. V. Reynolds, A. Simmons (American Variety Show), H. Single, Mrs. H. Schoenhut, S. J. Solomon, Mrs. Ida M. Smith (c/o N. Mayer), L. N. Smith, Mrs. F. H. Steele, Mr. and Mrs. D. F. Tallenae, Mariano Tampan, E. C. Wilks, Mrs. L. Watts, A. Weissmann, C. F. Young.

Unpaid Correspondence.

Mr. Brearley (c/o H.K. Hotel), Mrs. Newman Grey.

Registered Articles.

G. Borodin, Dr. M. Everham, Miss Mary Green, H. G. Levy, Clarence Martin (c/o Foreign Club), A. Rasmussen, James Schless, R. Collantes Tacloban.

UNCLAIMED RADIO TELEGRAMS.

Address.	From.
Allopathie	Talamba.
Nam Tai	Cholon.
Man Chong Lai	Saigon.
Fing Kee	Saigon.
Ho Yung	Cholon.
Tong Lam	Tawao.
Wing Chuan, 33, Queen's Road Central	Brooklyn, N.Y.
Norbudda	Seerabaja.
Walkarst	Saigon.
Wing Kee	Saigon.
Wingolf	Quinhon.
Chong Ka Hen, care	Jesseltan.
Chung Fui Yui	Jesseltan.
Man Heng Loong, Tangjong Bala.	Seerabaja.
Joe Cohn, Repulse Bay Hotel	New York.
Rita Cohn, Repulse Bay Hotel	New York.
Vanoyen	Vetervredan.
Lioadmam, 81, Caine Road, 2nd floor	Batavia.
Kremlin Daniel	Sa Francisco.

NEW TRIUMPHS OF MACHINERY.

ENGINEERING EXHIBITION IN LONDON.

The fourth machine tool, and engineering exhibition at Olympia was opened by the First Lord of the Admiralty, Mr. Bridgeman, M.P.

The exhibition occupied the whole of the floor and gallery, and the most comprehensive exhibition of the industry yet held. No side of the trade was neglected. It is estimated that about 3,000 tons of moving machinery was installed, representing in value some three-quarters of a million pounds.

The object of the exhibition was to show the results of the lessons learned during the mass production period which resulted from the War to an extent that made the progress of the industry greater than could have been expected in half a century of peaceful development. At the beginning of mass production some thoroughness was inevitably sacrificed to speed, but it is claimed that in the last few years not only has workmanship regained its thoroughness, but speed has been increased. There has been a greater degree of accuracy in workmanship, in the selection and treatment of materials greater care and knowledge, and in technical skill a higher standard than ever before. A contributing factor to this advance has been the imperative demand to meet the increased costs of labour and the shorter hours necessitating the employment of the most efficient tools, from which the last ounce of output can be extracted.

Two of the more interesting machines were a broad drop hammer with a punch of 60 to 70 tons, which can strike 64 blows a minute, and a device for lifting a similar hammer weighing half a ton, with a punch of over 70 tons, and striking 50 blows a minute.

To illustrate the great progress of wood-working machinery during the last two years, there was shown a machine that tongues and grooves boards at the rate of 450 ft. a minute, or about 23 miles in a normal working day. This is a gain of some 150 ft. a minute since the exhibition four years ago. So fast does the machine work that it is impossible to feed by hand, and consequently there is an automatic table. The boards are placed at the same time, the shavings being three thousandths of an inch in thickness, and the machine is looked after by one man.

Hohenzollern will not cease addressing the Prince as "Royal Highness," nor cease to circulate bills advertising themselves as "princely" to the Court.

DICKENS IN A NEW LIGHT.

NOVELIST INDICTS GREAT AUTHOR.

OLD TRADITIONS ATTACKED.

A literary sensation will be caused by the issue of a novel with Charles Dickens as its central character.

The volume in question, "This Side Idolatry," by Ephesian (C. E. Bechhofer Roberts), seeks to reveal to the world a new Dickens.

It attacks the traditions which have grown up round the great novelist's character, as drawn by John Forster in his classic biography, and attempts to supplant them with the figure of a self-centred, egotistical, selfish vulgarian.

It is in effect a biography in the form of a novel, and the author has adopted this method of telling the story because of the restrictions placed on the publication of quotations from any of Dickens' letters. Dramatic material derived from these and other sources has been used in building up a tale which, the author believes, presents the famous Victorian in the true light.

Dramatic Climax.

The story of his final separation from his wife, with her terrible indictment of her husband, forms a dramatic climax.

"I, Charles, am weary of hearing you prate of cant and humbug and hypocrisy. Is there a meaner cant than your empty catchwords? You're the hypocrite, you who boast your contempt for money and break faith with every publisher. You who preach charity and pillory your parents and your friends in your books. You who rant of duty and faithfulness and desert me for a painted actress. Haven't I watched you year after year?"

"Selfish, grasping, vulgar, vain, you nag me perpetually for extravagance, and lavish gifts on every toady. You play off your friends one against the other, and cast them aside when they've served your purpose. . . . You live in a fool's paradise of sycophants, with Georgina—poor simpleton—at its head."

"Kate, you're out of your mind," retorts Charles. "You've always neglected the children, you've been moody, hysterical, impossible."

"This Must Be The End."

"I've been too busy bearing you children to have time to neglect them. Can you guess what it's meant to me, year after year, to be waiting another child, and then another and another? I neglect the children? I? Charles, I can endure this life no longer. This must be the end."

The "painted actress" was Ellen Ternan. Ephesian defends Dickens against the accusations that have been often made against him that she was his mistress.

The story tells for the first time the truth about Dickens' early love affair with Maria Beadnell, the pretty, coquettish daughter of a City banker, whom he met when he was a struggling law court reporter. He wooed her ardently until the parental hand of the proud banker fell upon them, and the romance ended abruptly.

Maria was the original of Dora in "David Copperfield" and Dolly Varden in "Barnaby Rudge." A quarter of a century later they met again. The vision fell on the stout, middle-aged woman of the stout, middle-aged lover, who arrayed in rustling red silk, her flagrantly dyed hair adorned with artificial roses, her fat face plastered with rouge and powder. She babbled so incessantly and so inanely that Dickens fled from the room. He afterwards revenged himself by maliciously caricaturing her in "Little Dorrit" and Flora Finching, the blowsy widow who drank brandy in her tea, and endeavoured to foist herself upon a reluctant suitor of her youth.

"Slighted Wife."

The essence of the charge preferred against Dickens is that he slighted and neglected his wife, who bore him ten children in the first fifteen years of their married life, and that, finally, when they parted after twenty-two years, that he wrote a letter to the manager of his reading-tours, to be shown to any person who wished to know the truth about the separation, in which he declared that his wife had always neglected the children, and had left his house under the influence of a mental disorder.

There is no suggestion in the book that Dickens was ever faithless, in the ordinarily accepted sense, to his wife.

(Continued on next column.)

FLORENCE VIDOR

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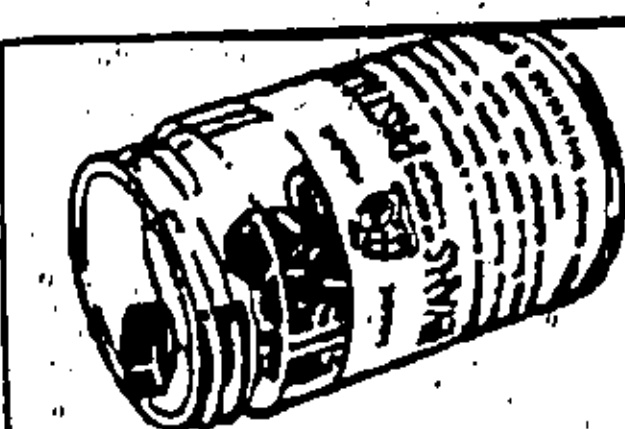
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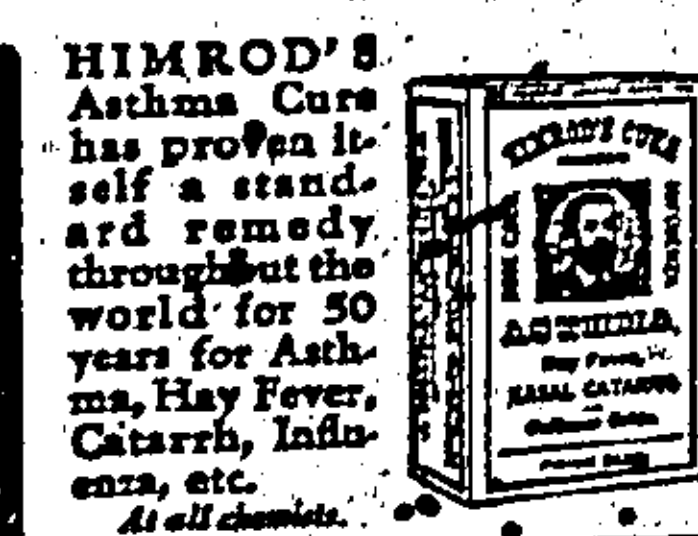
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his marriage vows. It reveals him merely as a man who loved the society of young and vivacious women, whose presence seemed necessary to the prosecution of his literary work, and whose society he cultivated with a callous disregard to the feelings of his wife.

It is suggested by the story that there was inherent in his nature a tendency to idealise the unattainable woman. When he had married Kate Hogarth he ceased to idealise her, and began to idolise her sister Mary. After Mary's death he transferred his idealisation to her youngest sister Georgina, whom the author makes him address, after the final stormy scene with his wife, in the words:—

"You are the noblest woman who ever trod this earth of ours. You light up its darkness. God bless you, Georgy, for your love for the worse than motherless. Your sacrifice shall live for ever on their lips and mine."

Enough has been said to show that this volume will arouse a storm of criticism from Dickens-lovers, and they are legion—the world over.



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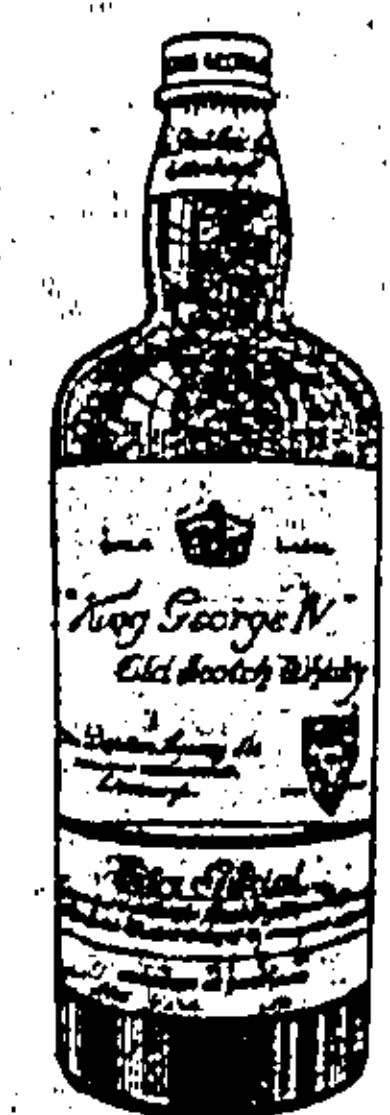
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END OF KIDNAPPING GANG.

FINAL SCENE AT SHANGHAI
COURT.

CONDEMNED MEN'S PLEA
FOR HIS WIFE.

SHANGHAI, Sept. 26th.

More excitement than has been seen for some long time was caused by the departure for execution of the band of 18 men and one woman, convicted members of the Dixwell Road gang of armed kidnapers who were sentenced to death as a result of their crimes. They were transported from constabulary headquarters, carried through the Settlement in police vans heavily guarded to ward off any attempt at interruption in the programme, later handed over to the Chinese authorities at Lunghua and executed before sun-down. The remaining lot of ten men also condemned to death on various charges of equal seriousness who were assembled at the same time as the others will be transferred to the Chinese authorities to-day for the carrying out of the Court's sentences.

Before being taken from gaol yesterday the entire lot were given individual hearings before the Provisional Court to make such last statements as they wished, and the majority used the opportunity to protest their complete innocence of the whole affair.

The leader of the gang, who was convicted largely on the threatening notes he was alleged to have written to the relatives of his victims, made a strident plea of innocence and asked that his brother be called to identify his handwriting and prove it was not that contained in the letters. The Court, however, was adamant and he was sent away with the rest.

Another gave a long harangue following the same line as his predecessor, but taking additional pleasure in giving his opinion on Chinese constables in general. He averred they were worse than any kidnapers, and asserted that at the time of arrest he was robbed by certain of their number of \$132, which had never been returned and which he would like to see accounted for before he was executed.

A Long Gown.

One of the more calm of the gang made a request. He said that at the time of arrest he was wearing a long gown, and it was his last wish that he should die with this gown on as it had certain family affiliations that were dear to him.

Still another seemed more concerned with finances than anything else and told the Court that some time after arrest he had made application for a certain sum of money which he had long since deposited in a bank and it was his desire that this money should go to buy him a coffin.

Man's Plea For His Wife.

The plea that was listened to with greater concern than the others by the spectators was from the husband of the accused woman, who was also sentenced to death with her. He beseeched the Court that, as he was acknowledging his guilt and was paying for it with his life, to consider that it was only fair that his wife should go free. Soborly the entire room gave complete attention, and as he continued pleading there was a silence that was fraught with drama. Even the most hardened police official in the room paused in appreciation of the man's gameness. He realized, he said, that he was doomed, but he called on the authorities, as having wives of their own, to spare his helpmeet the ignominious death to which she had been condemned. The Court ruled that the sentence had to be carried out, and the man staggered from the room to the waiting van.

For the others it can be said that if any concern was felt for them it was not by themselves. Several appeared to consider the whole proceedings of great humour and before entering the machine which was to take them away paused smiling on the top step and shouted to the hundred odd spectators who assembled to see them carried off.

Vicious Type Of Criminal.

They were a motley group at best, and on the whole ran true to the adage that a man's thoughts are written on his face. Save in one or two instances the average spectators would have rightly considered them desperadoes of a vicious type. (Continued on next column).

FLOODS IN KOREA.

ROADS AND BRIDGES WASH-
ED AWAY.

MILLIONS OF DAMAGE DONE.

The extent of loss caused by the floods in the north is larger than was at first reported, according to the Seoul Press. Information by experts dispatched by the Internal Affairs Bureau, shows that the damage done to roads, bridges, and embankments is so heavy that the authorities are still unable to form even an approximate estimate of it.

The damage done to roads under direct control of the Government-General alone, will require over Y.6,000,000 to put right. Of the road between Kanko and Kein, the section between Shinbori and Gempeljo (first class road about 13 Japanese ri) has been all but completely destroyed, and restoration of it will require over Y.300,000, calculating the cost per ri Y.30,000, while the State road near Shinkaba has been completely destroyed to a length of 3,600 feet, and restoration of it will call for some Y.500,000. Further the State road between Shuotsu and Seishin has been destroyed beyond recognition to a length of 10 Japanese ri, while the roads alongside the Josen and the Tumen have been destroyed for the greater part, and restoration of these will cost over Y.600,000.

Bridges Wrecked By Storm.

In South Kankyo alone 32 bridges have been washed away. Wz. Manzal Bridge 1,850 feet in length, Kanko 450 feet, Hokusei-Nannai 540 feet, Rotoku 378 feet, Kōmon 540 feet, Koso 204 feet, Kosui-in No. 1 162 feet, Kosui-in No. 2 150 feet, and Yuji 240 feet, and rebuilding of them will cost about a million yen. Besides these, a score or more other bridges, ranging from 1,208 to 126 feet in length, have been washed away or destroyed, the cost of their restoration being estimated at over Y.500,000.

The embankments have also come in for serious damage; those along the Josen and the Yuji having been all but completely destroyed, while those along the Hokusei-Nandai, the Seidal, the Kinshin, and the Tumen have also been destroyed or damaged in part. Restoration of all these is estimated to require about Y.1,400,000.

A Disastrous Landslip.

Messrs. Togashi and Inada, officials in the Police Bureau dispatched to the north to investigate the floods, stated on their return that Gensen Myon in South Kankyo, Province suffered most, the river there overflowing its banks in the dead of night, a landslip occurred, and some 400 persons were killed. There are at present 610 persons missing, and most of them are believed to have been drowned. The stricken people in Jo-Gensen and other places had taken refuge in Ka-Gensen, and almost everything eatable there had been consumed by them, but flour and other food stuffs were now being transported there from Shinko and district, and they are no longer in danger of starvation.

In the ward room abutting on the Court one of the number attempted to implicate many of the other prisoners as the real culprits, pointing out that he had not the slightest connection with the affair. Police quickly stepped in and quelled the *melée*, which ensued, and there was little further trouble.

One of the court reporters took it upon himself to provide smokes for the entire lot, which they received with loud sentiments of appreciation.

Interest In The Camera.

More than one on leaving the gaol and noticing the scores assembled to see them and the cameras that clicked as they came out struck attitudes that were intended to show them as possessed of considerable bravado, and one in particular, on noting that a spectator had difficulty with his camera, tagged at his companion and was anxious to wait until the machine was righted.

The transporting of the condemned was in the charge of Police Sergeant P. S. Gavan, and so well was the work handled that many of the cars assembled to follow the cavalcade were quickly lost after leaving the Provisional Court.

No route was made public beforehand, as the police intended to be prepared for any eventualities and had no desire to have their plans interrupted.—North China Daily News.

"AFRAID TO LOVE."

FRENCH FARCE AT THE
QUEEN'S.

FLORENCE VIDOR AND CLIVE
BROOK.

THE WEEK'S PROGRAMMES.

[BY OUR FILM CRITIC.]

If you were in love with an Argentine widow and were left a huge fortune provided you married some one else within 24 hours what would you do? That is the problem with which Clive Brook is faced in "Paid to Love." Mr. Brook thinks it's an impossibly artificial problem, and seems inclined to shelve the whole matter when at the eleventh hour Norman Trevor, as his family lawyer, comes out with a solution in the person of Florence Vidor. Florence, "uglified" for the occasion, marries the gentleman on the understanding that a divorce is to be obtained as soon as he gets the legacy. Then the fun begins. The fair Argentine having insisted on an unattractive bride, further insists on accompanying the couple in their honeymoon in Paris and is as outraged as Mr. Brook is pleased to find that the bride is very charming after all. Clive Brook begins to wake up here, and Miss Vidor soon cuts out the lady with whom he is supposed to be infatuated. But Jocelyn Lee, as "Helen de Semiano" is so obviously a vamp and an adventuress that it is a little difficult to believe that "Sir Reginald Belsize" (Brook) could ever have had much faith in her.

The situation is complicated by the lawyer who warns the honeymoon party that the officials of the aquarium, which was to have benefited by the uncle's will if Sir Reginald had failed in the condition under which he inherited, are suspicious, and have a detective watching. "A Frenchman with a black moustache." Since black moustaches are by no means uncommon in the French capital, a good many situations arise which call for demonstrations of affection between the parties to this marriage of convenience with the inevitable result that they fall in love.

You have probably seen a good many French farces of this type so that you can imagine some of the complications, although they are presented with a new and amusing twist. The whole thing is quite lovely and worth seeing, though I did not feel that either of the principals were as well cast as they deserve to be.

CINEMA NEWS.

"TWO LOVERS."

"Two Lovers," a screen version of "Leatherface" by Baroness Orczy, is the final appearance in one film of Ronald Colman and Vilma Banky. Ronald Colman plays "Leatherface," a mysterious character who rides by night in the service of his lord, the Prince of Orange. How the identity of "Leatherface" is discovered, and the lovely heroine, Vilma Banky, endures sorrow, pain and torture to free the Flemish from the Spanish yoke, is told in a series of thrilling scenes. Noah Beery who appeared with Colman in "Beau Geste," has an important role to play, and two thousand extras, turreted castles, giant drawbridges of medieval design, and a bloody battle in the swamps figure among the attractions of the picture, which was directed by Fred Niblo who will be remembered on account of "Ben Hur."

PROGRAMME FOR THE WEEK.

Queen's.

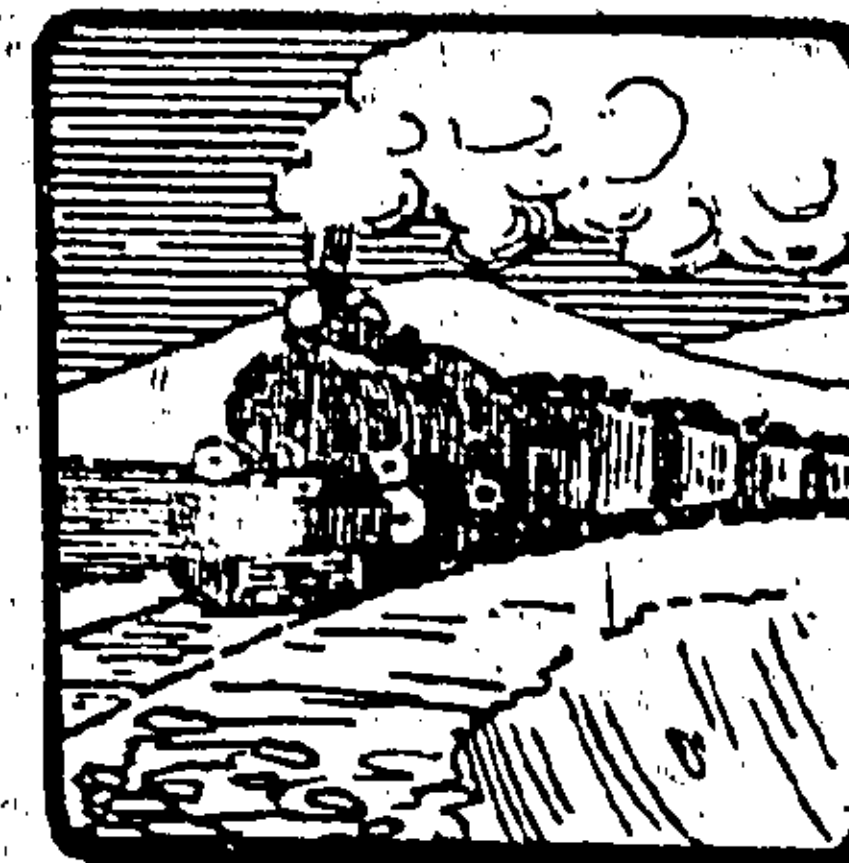
To-day: "Afraid to Love."
To-morrow and Wednesday:
"Spring Fever," a comedy of love and golf with William Haines, Joan Crawford, and George K. Arthur.
Thursday to Saturday: "Two Lovers" with Ronald Colman and Vilma Banky.

To-day: "Blind Alleys." Thomas Maghan and Greta Nissen in an exciting mystery crook film.
To-morrow to Saturday: "What Price Glory" with Victor McLaglen and Dolores del Rio.

To-day: "Too Many Crooks." Mildred Davis in a mystery story.
To-morrow and Wednesday: "Fast and Furious," one of the most amusing Reginald Denry comedies.

Thursday to Saturday: "The Road to Romance," an exciting story of pirates and the Spanish main with Roman Novana, Marceline Day and Roy d'Arcy.

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CHARITY BAZAAR.

PRECIOUS BLOOD CONVENT.

The Annual Bazaar of the Sisters of the Precious Blood Convent, of which Hon. Dr. R. H. Kotewall, C.M.G., LL.D., is the President, will be held at the Catholic Young Men's Society, 18, Caine Road, on the 13th and 14th October under the patronage of Mrs. W. T. Southern, Mrs. C. C. Luard and Mrs. A. C. Hynes. It will be opened by Mrs. R. H. Kotewall at 3 p.m. on the first day.

The Working Committee hopes make this Bazaar larger than those of previous years. The ground in front of the Catholic Cathedral will also be used for stalls and side shows. A large stock of handsome hand-knitted and embroidered articles and numberless beautiful toys will be offered for sale at very reasonable prices.

The tickets, issued as souvenirs at \$1 and \$2 each have received substantial support from the public, and from many well-known local companies donations of various sorts have been given. It is hoped by the Committee that more donations or subscriptions will be forthcoming.

The Sisters of the Convent want a building in Sam Shui Po as an extension of the Convent, and such building is now under construction. Like the Mother Convent, it will be used as a home of the Orphans (Continued at foot of next column).

WATCHMEN'S EXPENSIVE CUMSHAW.

\$100 FINES FOR TAKING \$2
BRIBE.

An old woman came to Hong Kong by the s.s. Kwong Sai which arrived on the night of September 28th and proceeded along Bonham Strand. Here she was stopped by two watchmen who were employed by the firms in that street who demanded to search the parcel which she was carrying. The jar was found to contain wine, and after a discussion they allowed the woman to go after handing over \$2.

Further on she was stopped by a bona fide district watchman and in consequence was brought to the Police Station where she gave her story of her dealings with the other two watchmen. These two watchmen and the woman appeared before Major C. Willson at the Central Magistracy on Saturday morning.

The two watchmen were ordered to return the \$2 to the woman and were fined \$100 with the alternative of six weeks' hard labour.

and needy children irrespective of nationality. It will greatly help the excellent work done by the Sisters for the poor, if the Bazaar prove to be the success that is confidently hoped.

CANTON-HONG KONG
TELEPHONE.

PLANS AND ESTIMATES.

SHOULD BE A BIG PROFIT.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, September 30th.

With regard to the proposed installation of a telephone system between Canton and Hong Kong, Mr. Fung Wai, chief of the Bureau of Public Utilities, acting under instructions of Mayor Lin Wen Koi, has drawn a tentative programme. According to Mr. Fung the line will be about 100 miles in length. The system will be capable of giving more than 21,000 telephone calls per month. On the assumption of charging one dollar, Hong Kong currency, per call, the amount of business transacted would be over \$250,000 Hong Kong currency per annum. The total annual expenses for the upkeep and maintenance of the system, according to the Municipal official, will be about \$20,000, thus giving a net profit of approximately \$230,000 Hong Kong money for the Canton Municipal Government.

The following is a free translation of the plan and estimate submitted by Mr. Fang to Mayor Lin—

1.—The line. The distance will be from Canton to Kowloon, approximately 100 miles. The line will follow the Canton-Kowloon Railway throughout.

2.—The wires. The line will consist of four copper wires and four rather fine wires. All the telephone poles and cross-arms at the top will be of wood. In every mile there will be forty poles erected equidistant from one another. The size of the copper wires used will be such that a mile will weigh 175 pounds. All the materials used will be the best obtainable and the workmanship will be the best. This is to insure permanence and good service.

THE COST.

3.—Following is an estimate of the total cost of the project:—

4,000 telephone poles	G. \$40,000
4,000 cross-arms each with ten holes	8,000
40,000 porcelain insulators	5,000
68,000 pounds of copper wires	14,000
Metal ropes, etc., for the wooden poles	3,000
Repairing apparatus to be used along the roads	6,000
Engineering and construction expenses	3,000
Labourers' expenses, and the like	2,000
Total	G. \$84,000

4.—Income. It will take about four minutes to get a call. Out of the 24 hours each day, let us suppose that telephone calls cover eight hours. Fifteen calls can be had in one hour on one wire. Out of the six wires constituting the line, this could mean that 90 calls could be made every hour. On this assumption there will be each day 720 calls; and counting 30 days, there will be each month 21,600 calls. Charging at the rate of one dollar per call, the income will be \$21,600, Hong Kong currency, per month. This would mean that the business transacted annually would amount to \$259,200, Hong Kong money. Deducting the total annual expenses, which will amount to approximately \$20,000, this would leave a net profit for the Canton Municipality of about \$239,200, Hong Kong currency.

5.—Deposit fees. Any one desiring to make use of this long distance telephone will have to pay a deposit of \$70 Hong Kong money. Assuming that there will be 2,000 clients, this would yield \$140,000 Hong Kong currency.

6.—The above is only a tentative programme, the details of which will have to be worked out in consultation with experts.

It is reported that the construction will be given to the China Electric Co., a joint American-Chinese enterprise. The company is now installing an automatic system of telephones in Canton under the supervision of Mr. Carey, the American resident engineer.

THE "ANKING" PIRACY.

SINGAPORE GANG SEIZE UNPROTECTED VESSEL.

THREE MEMBERS OF THE CREW MURDERED.

FULL STORY OF THE CRIME.

An immunity of five months may have lulled seafarers on the China Coast into a false sense of security. This was rudely shattered on Saturday when news was received by wireless that the Butterfield and Swire s.s. *Anking*, one of the largest and newest vessels of the C.N.C. fleet, had been pirated by a gang who had boarded the ship at Singapore.

The gang adopted ruthless methods and the Chief Engineer, Mr. H. Thompson, the Chief Officer, Mr. D. C. Jones, and one of the Chinese quartermasters on watch, Cheung Shun Tak, were killed while the Master, Captain C. E. Plunkett Cole, was seriously wounded and the Third Officer, Mr. A. I. Campbell, was stabbed and hit on the head. He is not, however, on the sick list and is sailing with the ship this morning.

UNPROTECTED.

The *Anking* runs between Singapore and Amoy. She does not come under the Anti-Piracy Regulations and is not fitted with grilles. Nor does she carry guards. She is quite unprotected against attack of this kind. For though the promenade deck companion ladders, fore and aft, have iron gates the deck can be easily clambered into from below and the whole length of it is open to revolver fire from the boat deck aft. The bridge itself is not protected in any way. A report was current in the Colony yesterday that Capt. Plunkett Cole had asked at Singapore for an armed guard but it had not been possible to provide him with one.

The pirates, who were about 40 strong, had little difficulty in seizing the ship. Isolated and unarmed the officers had no chance and it was callous disregard for life on the part of the pirates that was responsible for the triple murder. The crime amounted to shooting at sight.

The pirates were in charge of the ship from Wednesday evening at about 6.40 p.m. till 2 a.m. on Saturday morning. Their haul is computed at some \$100,000 and seven captives were taken off to be held for ransom; at least until bank drafts found of them—one to the value of \$10,000 has been cashed.

PIRATES' NEW BASE.

Bias Bay has been effectively cleared up by the Canton Government, but an equally good base, landlocked and lonely, has been found in the fine natural of Honghai Bay, a few miles to the north of Bias Bay.

A new Captain and Chief Officer have been appointed to the *Anking* and the ship will sail this afternoon for Swatow and Amoy. Her ensign has been flown at half mast since the tragedy.

SCENE ON THE ILL-FATED SHIP.

The *Anking*, when boarded by our representative, on Saturday afternoon, immediately after she had tied up to a buoy in mid-stream, presented a picture of mingled tranquillity and excitement. In the steerage quarters were nearly 1,500 persons many clinging to each other and showing every sign of distress. They have been robbed of their belongings, and the effect of their ordeal was clearly written on many faces. The crew, however, had "shaken down" and went about their work as usual. Hungry children were crying for something to eat and it was stated that during the 54 hours which the pirates had control of the ship, passengers were left to fend for themselves in the way of food. "Some of them had been living on water for two days."

On the top deck where the quarters of the European officers are situated there was little to indicate that a grim tragedy had taken place. The deck was speckled clean and everything was peaceful. The officers when not engaged in their duties courteously gave every help in their power to the Pressmen who had come on board. Capt. Plunkett-Cole was quite cheerful when he was taken out of the saloon to the deck on a stretcher. Mrs. Plunkett-Cole, who lives in Hong Kong, went on board as soon as the vessel was anchored. She saw her husband being removed to hospital and bore up with remarkable fortitude. He was taken to the Penk Hospital where he is going on as well as possible, but yesterday it was thought advisable that he should have a complete rest and see no visitors.

Wanton Destruction.

The commodore's cabin showed wanton destruction by the robbers. A flat top writing desk had been smashed to splinters and the safe broken, and no less than \$4,300 in cash had been taken. Electric fans, life-belt brackets, and everything hanging from the ceiling or against the wooden partition had been torn down in an attempt to find the key of the safe.

The passengers' luggage was forcibly opened and in their search for valuables, the pirates had mixed everything in great heaps so that many passengers were at each other throats disputing over their respective belongings.

STORY OF THE SHIP'S CAPTURE.

The s.s. *Anking* left Hong Kong on September 10th, for Amoy, Swatow and Singapore. On September 23rd (Sunday) she left

Singapore with 1,431 passengers for Hoihow, Swatow, Amoy and Hong Kong.

The officers on board were:—
Captain C. E. Plunkett-Cole;
Mr. D. C. Jones, Chief Officer (killed);
Mr. J. W. Bennett, Second Officer;
Mr. A. I. Campbell, Third Officer;
Mr. H. Thompson, Chief Engineer (killed);
Mr. A. W. Norris, Second Engineer;
Mr. E. C. O. Bird, Third Engineer;
Mr. T. Curry, Junior Third.
The vessel also carries a doctor, Dr. L. K. Woo.

Nothing unusual happened until 6.40 p.m. on Wednesday, September 28th, when the vessel was in the Gulf of Tongking. It was then that the attack was made.

Some of the officers had had dinner and others were tidying themselves up before having their meal. On the bridge were Captain Cyril E. Plunkett-Cole, the Chief Officer, Mr. D. C. Jones, and two Chinese quartermasters.

The bandits, all well armed, rushed the promenade deck and up the unguarded ladder to the bridge.

Shot At Sight.

The four men on the bridge were caught by surprise and before they could offer resistance, the attackers fired a volley at point-blank range. Captain Plunkett-Cole was shot twice, one bullet passing clean through his left thigh and the other lodging in his right thigh. Several shots were fired at Mr. Jones and he was hit in the chest and the head. The Chinese quartermaster was also shot dead on the spot.

The pirates on their way to the bridge, murdered Mr. H. Thompson, Chief Engineer, who was sitting in a chair on the promenade deck.

Mr. Bennett To The Rescue.

Mr. J. W. Bennett, the second officer, had seen one shot fired at Mr. Thompson, who grappled with the pirates, and put up a brave struggle until he fell with a bullet through his head. Mr. Bennett could only get hold of a club and bravely went to the rescue of his comrade. He wielded the club to good effect but he could do little against a gang of desperate men armed with fire-arms.

Mr. Bennett then made for the ladder leading to the bridge, but he was forestalled by one member of the gang, who tore open his shirt and pressed a revolver against his ribs. Other bandits closed in and seizing Mr. Bennett they dragged him into a cabin and locked

Mr. Thompson, although mortally wounded, staggered into the saloon and there to the alleyway trying to get to the cabin of Dr. L. K. Woo, the ship's doctor. The sea was rough at the time, and with the roll, Mr. Thompson pitched forward outside the bathroom. Dr. Woo came out of his cabin with the intention of attending to the wounded man, but he was prevented from doing so by several robbers. He was also taken to the pantry and locked in.

Knocked On The Head.

The third officer, Mr. A. I. Campbell, who was sitting on the starboard side of the promenade deck heard the commotion but before he could do anything, he was knocked on the head by a missile. He was dazed by the blow, but pluckily ran to the port side of the ship in an attempt to gain the ladder leading to the bridge. He was, however, stabbed in the back and when he came to after several hours, he found himself near the dead bodies of Mr. Jones and the Chinese quartermaster.

Pirates Take Control.

At this stage the pirates took complete control of the ship. They acted very quickly and systematically. Mr. E. C. O. Bird was then in the engine room. A Chinese fireman told him that "topside plenty trouble," and on coming up, he was met by a pirate who thrust a revolver against his side. The weapon was one which had been taken by the pirates from the ship's armoury.

Mr. Bennett, the 2nd officer, was then released and forced to navigate the ship under the command of the robbers. He was only allowed a few short respites from the bridge until the pirates left. The engineers, Mr. Norris, Mr. T. Curry and Mr. Bird carried on as usual in the engine room, but always under guard.

Arms Collected.

The pirates carefully searched the ship's armoury. There were 24 fire-arms on board, but the robbers only found 23, one having been hidden by Mr. Norris.

Orders were given for the ship to be steered for Swatow. The pirates then changed their attitude, and although they kept the strictest watch over the officers, they were no longer personally hostile.

They even relented to the extent of getting Dr. Woo to attend to Capt. Plunkett-Cole after removing him to the saloon from the bridge. Dr. Woo was taken to the surgery under guard to get his instruments and medicine and returning with these, he did everything that was possible for Capt. Plunkett-Cole, who was then placed on a settee.

The weather was still rough and the *Anking* proceeded on her way with all lights on. The robbers went so far as to disconnect all the switches. Only candles and torches were used.

Ransack The Ship.

Three hours after the ship had been captured, the pirates turned their attention to the passengers' belongings. The latter were told that they would be shot without compunction if they tried to hide anything. First they were ordered to open their baggage, and then one by one they were marched onto the main deck, and as they came out, women and children, were thoroughly searched. They were assembled on the main deck, under guard, and leaving a strong guard some of the pirates went below and conducted a careful search of the passengers' belongings. They spent several hours over the job and when they returned on deck, they had a small basketful of banknotes and jewellery.

They next turned their attention to the officers' cabins and took away everything of value, even navigating instruments were taken, and what was not stolen was smashed.

Compradore Wanted.

The only glimmer of humour in this tragic business was provided by the Compradore. On the night that the ship was captured, the pirates asked for the Compradore. This man was in hiding, and not finding him, the robbers played havoc with his room breaking open his safe from which they got \$4,300 in cash. The compradore's gramophone and an expensive rug were also added to the booty.

The pirates then declared that they would not take the compradore captive and thus re-assured, the Compradore came out of his hiding place and they promised to return \$50 to him.

On Friday night, however, the compradore had a sudden fear that when the robbers left the ship, they might take him as captive after all, and he again went into hiding. In the meantime, the pirates had placed \$50 beneath the compradore's pillow but when they could not find him they took the money away.

Seven Kidnapped.

One Chinese first class and six steerage passengers were taken by the robbers for ransom. These seven men had little cash on them, but they each had a bank draft, and these they showed to the pirates when they were searched.

When the robbers assembled these seven men to take them away, though the hapless passengers offered their drafts to the bandits in exchange for freedom, the Pirate chief said that the draft would not be of any use to them as the passengers would

get to Hong Kong before the drafts could be cashed and stop payment. He decided that the men should accompany them to the pirates lair, where the drafts could be posted to the relatives of the prisoners, to cash and the money sent to the robbers as ransom.

Mr. Bird Gets \$10 Tip.

On Saturday morning at about 1 a.m. the *Anking* anchored at Ross Head, in the North of Honghai Bay. The pirates then make preparations to leave the ship. Four life boats from the *Anking's* davits were lowered and the crew was made to transfer the loot and the hostages into two of the boats while the gang occupied the other two. Mr. Bird was made to accompany the pirates ashore so as to ensure that the life boats were not fired at from the ship.

After the brigands had left the ship, Mr. Bennett cruised around for an hour while waiting for Mr. Bird's return. He did not think it was safe to remain stationary and thus offer a chance for another band of pirates to attack them once more.

Towards daylight Mr. Bird returned with the boats and the boat-swain. He was given \$10 "tip" by the pirate chief and the Chinese boatswain received the same.

The Booty.

It is estimated that the pirates must have got away with about \$100,000. Money and jewellery taken from officers and passengers totalled about \$80,000 and the arms and ammunition and other properties were reckoned at about \$30,000. Six cases of cargo were also opened. The pirates took away with them woollens, blankets, and tweeds. Some shellac and rubber shoes they did not take the trouble to remove.

Bodies Dumped Overboard.

The bandits threw the dead bodies of the Chief Officer, the Chief Engineer and the Chinese quartermaster overboard on Thursday night. One of the pirates told a member of the crew that they "had to get rid of the bodies" because they were approaching places where there were likely to be men-of-war and that they did not wish to leave any evidence behind.

The Officers.

Captain C. E. Plunkett-Cole is a resident of Hong Kong. He first joined the China Navigation Co. in 1901 and was promoted to master in 1903. He took command of the *Anking* in 1927.

The late Mr. D. C. Jones joined the C.N.C. in 1923 and was promoted to chief officer in 1925. He was only transferred to the *Anking* in June this year.

The late Mr. Henry Thompson was a native of Greenock. He was in his home town when the *Anking* was being built there. He joined the C.N.C. in 1902 and was made second engineer in 1905 and became first in 1915. His brother by a sad coincidence also lost his life in a Hong Kong ship, going down in the *Long Seng*.

The s.s. *Anking* is one of the largest and newest additions to the C.N.C. fleet. She is a well-appointed steamer of about 3,000 tons.

THE "ANKING'S" NEW CAPTAIN.

When our representative again visited the ship yesterday afternoon the steerage passengers had settled down. They were eating their evening meal and everything was normal.

One of the officers remarked that the ship was due to sail this (Monday) afternoon. Captain T. Johnston, of the Company's s.s. *Kalgan*, had already been appointed master, and Mr. Richards was taking over as chief officer.

The passengers bound for Hoihow had already been landed and were proceeding by the s.s. *Chinshui* to their destination. The officers were decidedly reticent about details of the piracy. It was pointed out, however, that there were no grilles and the promenade deck, though it had barred gates over its ladders fore and aft, was not protected in any way. The bridge was also open to attack, and exposed to small arm fire.

"We are not in the Piracy zone," remarked one officer with mild irony, "and so no protection is necessary and we don't carry guards."

It was not very long ago that a consignment of arms was found in the *Anhui* at Singapore. It was only that discovery which saved a piracy in that case and probably the same gang was at work in getting on board.

"There is no difficulty in getting on board. They stream up fore and aft as fast as you can count them and some times faster. Their baggage is already on board and for all we know any number of pistols may be smuggled in. Hong Kong is the only place where any sort of effective search is made."

"That a new and still more serious phase of Chinese piracy may be expected was obviously in the minds of the officers. They felt deeply the helplessness in face of a large armed gang and the futility of resistance."

"The worst thing—that can happen is for a warship to intervene," said one officer. "These pirates mean business. They made it plain that they would kill every one if we were challenged by a naval ship. If that had happened they would have got on board to find no European officers there at all and the pirates all mingled in with the passengers who would be too frightened to give them away."

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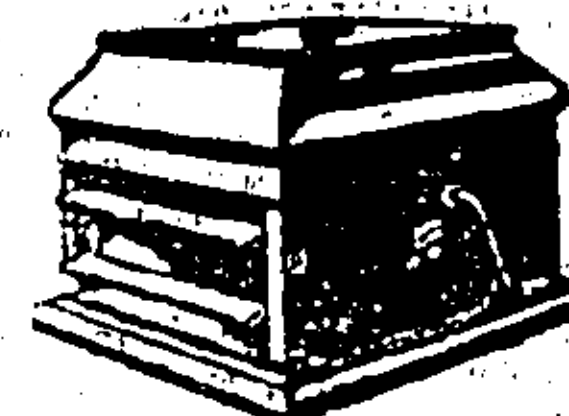
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HISTORY OF ITALY.
THE PAPACY.
A HISTORY OF INDIA.
THE REFORMATION.
RAILWAYS.
GREAT PHILOSOPHIES OF THE WORLD.
WAR ON LAND, 1914-1918.
BRITISH PRIME MINISTERS OF 18th CENTURY.
THE FRENCH NOVEL.
BRITISH CONSTITUTION.
THE ENGLISH STAGE.
EUROPE IN THE AGE OF NAPOLEON.
ENGLISH LITERATURE.
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CHATER ROAD.

NEW ADVERTISEMENTS.

REMOVAL NOTICE.

I have THIS DAY REMOVED my Office to KATAMALLY BUILDING, QUEEN'S ROAD CENTRAL, A. E. HALL, Solicitor, [6780]

GARRISON SCHOOL SWIMMING SPORTS.

V.B.C. BATHS OCTOBER 10th. Entries for OLD SCHOLARS HANDICAP (Lengths) should be sent to the HEADMASTER. Post entries will be accepted. This Race is timed for 12 Noon. [6778]

HONG KONG JOCKEY CLUB.

PARLIMUTUEL THROUGH TICKET No. 508.

ANNUAL RACE MEETING, 1928.

THE above Ticket, which is the property of Mr. YUENG YUK WAN, having been reported LOST, NOTICE IS HEREBY GIVEN that unless the said Ticket is produced to me within One Month from THIS DATE, all Rights under said Ticket shall become NULL and VOID.

H. R. FORSYTH, Acting Secretary, [6777]

HONG KONG TRAMWAYS, LTD.

TRAMWAY ORDINANCE, 1902.

NOTICE IS HEREBY GIVEN that this Company intends to apply to the Governor-in-Council for Power to Construct—

- (a) A Single Track Tramway approximately 330 Yards in Length along BOWMANSTOWN CANAL ROAD between PRATA EAST and LEIGHTON HILL ROAD.
- and (b) A Single Track Tramway of approximately 10 Yards in Length connecting the Tramway Depot in BURNELL STREET with BOWMANSTOWN CANAL EAST.

Both extensions to be carried out in accordance with plans deposited with the Director of Public Works.

C. F. BELLAMY, General Manager, Hong Kong, 21st Sept., 1928. [6779]

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. L. SHU TONG has been appointed to be Manager of THE SAI CHIU TRADING COMPANY, and Mr. GEORGE WING appointed Manager in his stead.

Dated the 28th day of September, 1928. THE SAI CHIU TRADING CO. OHOW CHING Partners, SANG KEE [6771]

HONG KONG JOCKEY CLUB.

THE SIXTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 6th OCTOBER and on MONDAY, 8th OCTOBER, 1928, commencing at 2.30 p.m. on both days.

The First Ball will be rung at 2 p.m. The Charge for Admission to the Public Enclosure will be \$1.00 Per Day for all Persons including Ladies.

Soldiers and Sailors in Uniform Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LEWIS & DAVIS, \$2.00 Each Per Day up to FRIDAY, 5th OCTOBER, 1928.

The Charge for Admission for Ladies to the Members' Enclosure will be \$2.00 Per Day. Each Member can obtain, upon application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge.

Bookmakers, Tip Men, etc., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during the Race Meeting. [6775]

MACAO RACES.

DRAFT Programmes and Entry Forms for the THIRTH EXTRA RACE MEETING to be held on SUNDAY, 14th OCTOBER, 1928 (Weather Permitting), may be obtained from the I.R.C., MACAO, CADEWAY BAY STRAITS, and KATAMALLY BUILDING CO.

Entries CLOSE at MACAO 2.30 p.m. WEDNESDAY, 3rd OCTOBER, 1928. [6744]

THE CHINA LIGHT & POWER CO. (1918), LTD.

NOTICE.

WITH reference to the Circular Letter dated 23rd April, 1928, whereby an Offer was made to the Shareholders of the Company of One Additional Share for Every Five Shares held by them on that Date, the Directors of the Company have resolved that the Latest Date for Acceptance of the Offer of the said Additional Shares will be 1st OCTOBER, 1928, after which Date any Share for which applications are not received on or before 1st OCTOBER, 1928, will be disposed of by the Directors for the benefit of the Company.

SHAW, TOMES & CO., General Manager, Hong Kong 15th Sept., 1928. [6719]

INTIMATIONS.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. 102 for Twenty Shares, 24 Per Share Paid Up, Numbered 118130/118140 in this Society, standing in the Name of CHO YIK TONG of SHANGHAI, has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming, CANCELLED and of No Effect, and A NEW CERTIFICATE for the said Shares will be issued in its stead by the Society.

PAUL LAUDER, General Manager, Hong Kong, 14th Sept., 1928. [6718]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION

OF THE VALUABLE LEASEHOLD PROPERTIES situated at VICTORIA, Hong Kong, and known as:

- 1.—One Undivided Twenty-second Part or Share of in the Reclamation Rights (or Reclamation) in respect of MARINE LOT No. 43. Area: 1,733 Square Feet or thereabouts.
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AT PUBLIC AUCTION,

ON THURSDAY,

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AT THE CHINA AUCTION ROOMS,

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BY Mr. E. V. M. R. DE SOUSA, Auctioneer.

For further Particulars and Conditions of Sale, Apply to—

Messrs. JOHNSON, STOKES AND MASTER,

PRINCE'S BUILDING, HONG KONG,

OR TO

Mr. E. V. M. R. DE SOUSA, Auctioneer,

Hong Kong, 25th Sept., 1928. [6755]

EUROPEAN FLATS

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BRAEMAR TERRACE.

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Messrs. BUTTERFIELD & SWIRE,

Sugar Box Office. [6767]

"CHINA" LADIES' HAIR

DRESSING SALOON.

HEAD OFFICE—25, Des Voeux Road Central. TEL. C. 6234.

FIRST BRANCH—5, D'Aguiar Street (For Ladies only.)

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SECOND BRANCH—22, Queen's Rd. Cent. (For Ladies & Gents.)

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Your Visit is cordially welcomed when you will see that our Trained Female Hair Dressers give you every satisfaction.

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12 Noon to 6 P.M. on Sundays.

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The London Office of the HONG KONG DAILY PRESS, 21, BRIDE LANE, E.C.4, is constantly receiving Enquiries from Home Manufacturers regarding Suitable Firms to act as Agents for their products in Hong Kong and South China.

If Local Companies desirous of taking up further Agencies will let us know the Lines in which they are interested the information will be forwarded to London and passed on to interested parties as opportunity offers.

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SITUATED within Two Minutes Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Roomed FLATS and Six-Roomed FLATS with all Modern Conveniences, Dry Cleaning, Boilers and Out-houses, Two Lifts. Apply to—

CREDIT FONCIER D'EXTREME-ORIENT, 4th Floor, FRENCH BANK BUILDINGS.

TO LET.

FURNISHED, Four Room

FLATS, at 16, MacDONNELL

ROAD, with Modern Conveniences.

For Particulars, Apply: XAVIER

BROS., 2, QUEEN'S ROAD, TEL.

C. 3216 OR C. 3723. [6787]

TO LET.

FLAT in CARMARVON BUILDINGS, KOWLOON, 5 Roomed HOUSE in MINER AVENUE, KOWLOON.

Apply to—

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TO LET.—Furnished, Five-room

FLAT, MAY ROAD LEVEL, For

One Year, From 1st DECEMBER

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Bronchitis, Cough, Constipation, Dia-

betes, Dropsy, Rheumatism, and many

other Diseases. No Drugs, Purely

Chinese Herbs.

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TEL. C. 5009.

BIRTHS.

FOSTER—TURNER.—On September 29th, 1928, at Victoria Hospital, Hong Kong, to Mr. and Mrs. F. W. FOSTER—TURNER, a son. [6782]

PLATT.—On September 28th, 1928, at Shamshien Canton, to Mr. and Mrs. J. W. PLATT, a son. [6783]

Hong Kong Office: 11, Ice House Street.

London Office: 21, Bride Lane, Fleet Street, E.C.4

The Daily Press.

HONG KONG, OCTOBER 1st, 1928.

BRITAIN AND ELECTRIC POWER.

A RECENT British wireless message

announced that a start in the long

overdue "electrification of Eng-

land" has been made and contracts

placed for 132,000 volt transmission

lines over an area of nearly 8,000

square miles which includes the

whole of London: Other areas will

be similarly supplied until electric

power in unlimited quantities for

either domestic or commercial

purposes will be available in every

village in England.

England has lagged sadly behind

other countries in this matter of

electric power on the big scale and

the present economic situation of

the country can be traced largely

to neglect in this direction. That

which should have been accomplish-

ed during the war and in the days

of civil strife that followed was

postponed and Britain has been

outdistanced by her commercial

rivals in electric power. It is to

be hoped that the national quality

of making up for a bad start will

again be in evidence for failing

such recovery England will not

regain her position among the in-

dustrial nations of the world.

A comparison with the United

States will reveal the position. As

far back as 1898 America had

electric machinery of an aggregate

of close upon five million horse-

power. This was roughly half the

total horse power of British

machinery in use at that time. By

1928 the United States electric power

INTIMATIONS.

WATSON'S

LAVENDER WATER.

The most refreshing of all

perfumes in the hot weather.

Distilled from real

ENGLISH LAVENDER

In Elegant Green Flasks

Each: \$4.00, \$3.25, \$1.25

WATSON'S

LAVENDER

TALCUM POWDER.

IN MAGNUM TINS.

MADE FROM PURE

Italian Talc

Associated with English

Lavender of exquisite

fragrance.

\$1.00 Per Tin.

A. S. WATSON

& CO., LTD.

Hong Kong Dispensary.

PHONE C. 16.

[66]

census showed twenty-two million

horse power. The figures speak for

themselves. Directly the United

States' industrialists found that

electricity was superior to the

direct steam drive the work of

electrification was started and the

older machinery ruthlessly scrap-

ped.

America's industrial development

is one of the most amazing pheno-

mena of history, and it has been

in no small measure due to this

application of the new source of

power. It has reproduced on a

gigantic scale the progress made

by England a century ago upon the

introduction of the steam engine.

Electricity has replaced steam as

steam outdistanced the older hand

or water-wheel machinery. To take

one example only. During a decade

while England's machinery exports

remained stagnant America's ex-

port of electrical machinery alone

increased from \$81 million in

1914 to \$244 in 1923. In the

latter year the value of the electric

machinery produced in the United

States was \$1,375 millions. Nor have

other countries remained stagnant.

Norway with her abundant source

of water power heads the nations in

a table of annual consumption per

head of population.

The figures follow:—

Norway 1,600 units.

Canada 610 "

United States 528 "

Germany 320 "

Great Britain 255 "

Italy 129 "

London's electricity consumption,

per capita, is one-fifth that of

Chicago and half that of Berlin.

Paris and Milan, to mention only

two other big cities are also ahead

of the British capital.

It is sometimes imagined that

water power is a necessity for large

scale electrification. But this is not

the case and only an insignificant

proportion of America's electricity

is generated by water power. It is

produced in steam driven power

stations. In Germany, where inten-

sive electrical development is also

in process, out of a total produc-

tion of three and a half million

kilowatts, only half a million was

from water power, one million was

from inferior brown coal (lignite)

and two millions from black coal.

When the question of electric

power was first explored in Great

Britain it was thought that our

small, sluggish rivers could be

harnessed, especially for the supply

to rural areas. But a fuller

TERRIBLE PLIGHT OF CHIHLI-SHANTUNG WOUNDED.

LEFT ON RAILWAY STATION PLATFORMS.

THE TARIFF COMMISSION'S REPORT.

CELEBRATION OF THE REPUBLIC'S BIRTHDAY ANNIVERSARY.

While the generals in the north have been busy for the last few days in settling the problems consequent upon the defeat of the Chihli-Shantung forces, trainloads of wounded soldiers have been returning from the battle-line. The fate of these wounded men is terrible, for no adequate preparations have been made for their reception. The platform of Chienmen station is covered with Chihli-Shantung wounded, a thousand of whom were brought to the station by train on Friday night. A small band of volunteers are doing all that is possible for the sufferers, but there is no accommodation and only a few of the most serious can be admitted to the hospital.

According to the *Reuter* message, all the wounded, whose ages vary from fourteen to sixty, join in condemning Chu Yu Pu and Chang Tsung Chang for compelling them to fight the Fengtienese.

Nanking has every intention of making the 17th anniversary of the establishment of the Chinese Republic a day to be remembered. On this day will be celebrated, in addition to the birthday of the Republic, the successful conclusion of the Northern expedition, which marks the beginning of a new era for China. Not only will all foreign representatives be entertained at Nanking, but Chinese representatives abroad will be instructed to take especial notice of the date.

HORRORS OF WAR.

[THROUGH REUTER'S AGENCY.]

PEKING, Sept. 30th. Chienmen station is at present a terrible sight with Chihli-Shantung wounded lying everywhere. During Friday night a train bearing a thousand of these arrived and the unfortunates were dumped on the platform. A few of the serious cases were taken to hospital and friends and relatives claimed others, but many were still left dying owing to the inadequate arrangements to receive them.

Since yesterday a group of workers from the Peking Union Medical College have been constantly at the station, relieving the sufferers, but there is still no accommodation for those who survive. The men are of all ages from fourteen to sixty, and they complain bitterly against Chu Yu Pu and Chang Tsung Chang for forcing them to fight the Fengtienese.

WORK WELL DONE.

(Wah Tsz Yat Pao.)

SHANGHAI, Sept. 30th. General Pei Chung Hsi has telegraphed to the Nanking Government that the Chihli-Shantung remnants have been eliminated and that the recent campaign in the North has been crowned with success in the Kuomintang unifying the whole country. He, therefore, requests that he should be relieved of all military duties in the North and be permitted to lead his forces back to Hankow.

17TH ANNIVERSARY.

(Wah Tsz Yat Pao.)

SHANGHAI, Sept. 30th. With a view to making the 17th Anniversary of the Chinese Republic an exceptional one, both in memory of the birthday of the Republic and of the success of the Northern expedition which brings on the so-called "new era of China," the Nanking Foreign Office will entertain the foreign Ministers, Consuls and representatives at Nanking on this occasion. Every Chinese representative abroad will be ordered to give an "at home" to foreign officials on this occasion.

SPANISH EXPRESS WRECKED.

DASHES INTO SLOW TRAIN.

MANY CASUALTIES.

[THROUGH REUTER'S AGENCY.]

MADRID, Sept. 30th. Twelve have been killed and twenty-three seriously injured in a collision between an express and a slow train near Madrigneras in the province of Jean. Two first-class coaches were reduced to match-wood. The express was travelling at 40 miles an hour at the time of impact, and both engines were telescoped.

MORE RIOTING IN INDIA.

POLICE COMPELLED TO FIRE.

MOHAMMEDAN KILLED.

[THROUGH REUTER'S AGENCY.]

BOMBAY, Sept. 30th. A serious communal riot is reported from Surat on the occasion of the observance of the Hindu Ganapati festival despite elaborate police precautions. A number of Hindu and Mohammedan scuffles occurred and the police were finally compelled to fire. One of the Mohammedans was killed and eight injured.

THE REICHSBANK'S PRESIDENT.

DR. SCHACHT RE-ELECTED.

[THROUGH REUTER'S AGENCY.]

BERLIN, Sept. 29th. The General Council of the Reichsbank has re-elected Doctor Schacht as President for a period of four years. The election requires the approval of President Hindenburg.

A CHINESE PREMIER.

SEEKS PEACE IN MONASTERY.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 30th. Lou Tching Tchieng, the Chinese ex-Premier and Minister of Foreign Affairs, has been admitted as a novice to the Benedictine monastery of St. Andrew's near Bruges. He will take the full vow on January 1st, 1929.

NEW YORK'S REPUBLICAN CANDIDATES.

A. B. HOUGHTON NOMINATED AS SENATOR.

[REUTER'S AMERICAN SERVICE.]

SYRACUSE, Sept. 29th. The New York Republican State Convention has begun the nomination of candidates for political offices. Alanson B. Houghton was nominated Senator, while Albert Ottinger, the Attorney-General of New York State, was nominated for the Governorship.

DANGEROUS DRIVING AT SEVENTY-THREE.

SEQUEL TO A FATAL CRASH.

Mr. Thomas Pace, aged 73, an ex-Mayor of Shrewsbury, was fined £10 in the Shrewsbury police court for dangerously driving a motor-car. He was disqualified from holding a licence for seven years. The case was a sequel to an accident on July 21st, in which a woman was killed and six other persons injured.

It was stated that the car raced down a street for 150 yards, crashed into a wall and rebounded into a cottage. The dead woman was taken from under the car. Mr. Lewis, for the prosecution, said that it was dangerous for a man of 73 to drive a high-powered car down a busy street.

ITALIA SEARCHERS KILLED.

PLANE STRIKES ELECTRIC CABLE.

AVIATORS DROWNED IN RHONE.

[THROUGH REUTER'S AGENCY.]

VALENCE ON RHONE, Sept. 30th. An Italian naval seaplane returning from Spitzbergen, where it had been participating in the search for members of the *Italia* expedition, was caught in a storm in the Rhone valley, and struck a high tension electric cable. There was a violent flash, following which the plane fell into the Rhone. The fore cockpit became detached and sank and its occupants, two officers and one N.C.O., were killed. Two mechanics who were in the rear cockpit were only slightly injured.

EXPROPRIATION LAWS IN ITALY.

THE NEW BILL.

At a Council of Ministers held in Rome some time ago an announcement was made which deserves more attention than it has received. A scheme for integral reclamation of waste and mountainous land, linked with one for the immediate amendment of existing expropriation laws, has been drawn up and will be placed before the Chamber of Deputies in the autumn.

Though the full text of this Government Bill is not yet available, enough has transpired, through the Press and interviews given by responsible people who helped to draft it, to form a fairly comprehensive idea of its aims and meaning. It is described as "the keystone of social and national development, the pivot of all that is revolutionary in the Fascist régime," as an example of State initiative, because the State wants an agricultural Italy which suffices for its own population and keeps in its own treasury those milliards which it now spends abroad for food.

According to Signor Paolo Orana, writing in the *Lavoro D'Italia*, the State wants well-dressed, well-housed, and well-washed Italians, and will triumph against the sterile selfishness of the few, and by bringing about integral reclamation of the land, will also bring about every kind of reclamation. Signor De Stefani, former Minister of Finance, now President of the National Association for Land Reclamation and Irrigation, says that Italy will see her agricultural production multiplied, her soil made healthy, her rural population increased. Its demands upon national finance will be returned a thousand-fold.

Naturally enough, large land-owners in Southern Italy and the Islands, where the scheme is to be worked out first of all, are less enthusiastic. Those of them who will not or cannot contribute their allotted share of the costs, which amounts to 3,700 million lire out of a total of 7,500 million, to be extended over a period of fourteen years, as from 1929-30, will have some portion of their land expropriated. If they cannot do their share of reclamation, drainage, irrigation, provision of drinking water, construction of farm roads and erection of villages, the State will do it instead; but the State cannot reclaim land which does not belong to it. And if the State requires labour in order to carry out this integral reclamation scheme, and willing hands are not forthcoming, they will be requisitioned, as well as building, if need be, for public utility.

It is a step further along that road which, ultimately, leads to the total "Fascistization of the country." The individual, according to the vast Corporation scheme which is now being worked out, is not the master, but the servant of the State. The individual, with his brains, energy and worldly goods, is subservient to the State, which has his well-being at heart, but will not be ruled by those countless units who make up society. If the dual scheme is carried out extensively, and there appears to be no reason why it should not, it will change the country's social structure altogether; for it is an agricultural country. Little by little, large estates, held by patricians who have inherited them from far-off forebears, will be broken up and passed to other occupants, who have their tenure, but not possession, from the State.

INSPECTION OF R.A.F. BASES.

SIR PHILIP SASSOON'S TOUR. 17,000 MILES IN A FLYING BOAT.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 29th. Sir Philip Sassoon, Undersecretary of State for Air, left Plymouth at dawn to-day in a flying boat for a cruise through the Mediterranean to Egypt and across the Syrian Desert to Irak. He will then fly down the Persian Gulf to India and on the tour will visit nearly all the Royal Air Force stations outside Great Britain. He will fly nearly 17,000 miles in five weeks, visiting in that time at least twenty Royal Air Force bases and stations and inspecting the units. The flight is being made in a Blackburn Iris craft, the largest metal-hulled flying boat produced by Britain, and the type which was used by Sir Samuel Hoare, the Air Minister, in his Baltic cruise last year. It is fitted with three Rolls Royce Condor engines of 700 h.p. each and when fully laden weighs over twelve tons. It has two pilots and a crew.

UNDER-SEA AIR VOYAGE.

SALVING A SCUTTLED GERMAN SHIP.

EERIE WORK IN SCAPA FLOW.

SCAPA FLOW, Orkney. "You are now under pressure," said a mystic voice amid the hiss of rushing air.

I was imprisoned in an iron tower about to explore the secrets of the ex-German battle-cruiser *Seydlitz* beneath the waters of Scapa Flow, where she was scuttled nine years ago, writes a *Daily Mail* correspondent.

Compressed air continued to pour into the chamber. First one trap door and then a second flew open, revealing the twisted arteries, rusted engines, clogged dynamos, and useless boilers of the cruiser. To reach the interior of the *Seydlitz* you have to make the journey below the waves by air. An iron skip like the pan of a huge shovel attached to a crane lifts you above the noise and bustle of smoky docks and swings you through space to the edge of a funnel, known as an air lock, just out of the water.

Compressed Air Voyage. We descended a ladder and waited. My guide rapped four times on the rusted steel bulkhead with a spanner. There was a mighty rush of escaping air, a manhole opened automatically at our feet, we stepped below, and the manhole closed and was hermetically sealed above our heads.

To the music of a thousand bubbles of escaping compressed air I was made aware of the methods of modern salvage work. The chamber was quickly filled with compressed air once more, and we were admitted into the clammy atmosphere of a submerged upside-down battleship.

Those who work 45ft. under the sea are accustomed to 40- and 50-ton masses of dulled metal hanging over their heads in huge mud-covered lumps, the sound of lapping waters, the eerie glimmer of electric lamps, and the dull thuds of unseen hammers.

"Be careful, you are going through Piccadilly-circus," said a workman with a Cockney accent, as we slithered along a tangle of greasy and muddy trunk-like pipes and along the side of the ship.

Wrecked Galley. I reached the underside of the upper-deck and stood at the base of the aft gun tower. In one of the cook's galleys plates stuck out of the mud at all angles; steamers and saucepans hung disguised and distorted, while cabin furniture and fittings were huddled in corners unrecognisably coated in mud. Below one is better able to judge the size of the *Seydlitz*, which the salvors are trying to rectify. Seven huge 60-ton steel wedges filled with concrete will be laid like giant shoes under the forward part of the ship. Then, with divers directing operations from below, they will be slipped into position and made ready for a large proportion of the 24,700 tons bulk of the *Seydlitz* to rest upon them.

CIVIL SERVANT SENT TO PRISON.

INFORMATION ABOUT BOMB CONTRACT.

"DISAPPROVED OF LARGE COMBINES."

As briefly reported by *Reuter*, Archibald Taylor, aged twenty-seven, of Farncombe Road, Lee, S.E., a civil servant employed at the Air Ministry, was sentenced at Bow-street Police Court to two months' imprisonment in the second division on each of two charges brought under the Official Secrets Act and the Prevention of Corruption Act, 1906.

Mr. L. V. Evans, who prosecuted, said that the Attorney-General's fiat had been obtained for a prosecution in this case under the Official Secrets Act. A further fiat had been obtained from the Attorney-General for another charge made against Taylor under the Prevention of Corruption Act.

This charge was that Taylor corruptly attempted to obtain a gift or reward from a firm with whom his department did business. Tenders were invited by the Air Ministry on July 23rd this year for a supply of 35,000 practice bombs. These tenders, when received, were placed in a file to which Taylor had access.

"Another Tender." A representative of a firm whose name was on the file received, at the firm's address, on August 13th, a letter marked "Personal and confidential." Inside was a type-written postcard dated August 11th, stating:—

Regarding your tender to the Air Ministry for practice bombs, I wish to inform you in strict confidence that on the prices quoted by you little or no part of this order will go to your firm. If you wish to send in another tender I am prepared to give you a complete list of the prices quoted by your competitors for the consideration of £100.

The letter also suggested that the excuse for revising the tender should be that a mistake had been made by the firm's costing department. If the firm wished to avail themselves of this information an advertisement was to be placed in the *Evening News* and the *Daily Express* as follows:—"Yes—P.R.O.T."

The letter ended:— I have two objects in making this offer. One is that I am in great financial difficulties, and I don't agree with orders going to large combines—Yours faithfully, Wellwisher.

The recipient of the letter took it to the Air Ministry, and an advertisement was inserted in the *Daily Express* according to the terms of the letter.

A representative of the firm received a telephone call at 11 a.m. on August 14 from a man who gave the name of Williams. The representative made arrangements to meet Williams at London Bridge Station.

The representative was at London Bridge Station at four o'clock, and Taylor went to him and told him that his name was Williams. They had tea together, and then Taylor said that he was in the Air Ministry and had access to information, and he was prepared to give that information on the terms quoted on the postcard.

"Something On Account." He asked the representative whether he was prepared to pay the sum named in the card, and was told that it had been impossible to obtain all the sum in cash. Taylor said that if the representative would give him something on account and undertake to let him have the balance the next day, he would give him the information. The representative gave Taylor £10, which he put in an envelope, and Taylor produced a typewritten sheet giving the names of contractors and the prices they had quoted. The two men left the tea-room, and outside Taylor was stopped by Detective Inspector Canning. Mr. Fry, sentencing Taylor to two months' imprisonment on each charge, to run concurrently, said that he would be served in the second division, owing to the high character Taylor had borne.

PRESS COMMENT ON AMERICA'S NOTE.

"DOOR STILL OPEN."

FRENCH OFFICIAL VIEW.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 29th. The morning newspapers tend to view gloomily the prospects of the immediate progress of disarmament following the delivery of the American Note, the tone and content of which, they opine, was only to be expected. The reply is characterised as dignified, weighty and lucid and written in a friendly temper.

The *Daily Telegraph* says the Anglo-French proposals are killed by the reply as they were bound to be killed with the passage of time and an improvement in the atmosphere of the controversy. A basis of discussion accommodating the requirements of both Britain and America may be found but at present there is clearly no prospect of it.

Scrap The Proposal. The *Daily Chronicle* says the four pas of British diplomats over the Anglo-French agreement ought not to be attributed to chicanery or wickedness. It is nothing worse than stupidity.

The *Daily Express* says that not until the full text of the Anglo-French agreement is published can judgment be formed regarding the reasonableness or otherwise of the very decided objections of the United States.

The *Daily News* says it remains for France and Britain to scrap their precious compromise forthwith and to thank the fates they have not quite managed to ruin beyond hope the cause of disarmament and peace.

The Counter-Scheme. The *Daily Herald* fears there is little prospect that America's counter-proposal will be accepted; contrariwise, there is every prospect of a complete breakdown and the opening of a period of shipbuilding competition accentuated by diplomatic recriminations.

The *Morning Post* says it is to be hoped that the tone of the note, which was entirely reasonable and friendly, will assuage the resentment which is being worked up by a section of the Press.

The *Times* says the best that can be said is that there are clear indications in the American note of a desire for consideration. The door is not closed and the absence of material results up to now is no condemnation of the sincere efforts that have been made to achieve them.

Japan's Variety. Various opinions are expressed by the vernacular Press on the American disarmament reply. The *Fitch News* compares "America's brutal straightforwardness" with European craftiness, while the *Kokumin* considers that America's apparent insistence on the ratio she proposed at Geneva shows that she is moved by self-interest. Consequently the paper takes the occasion to emphasise that "simplicity, disinterest, and fair play" is essential if naval disarmament is to be achieved.

American Excitement. New York, Sept. 29th. The unusually spirited nature of the American reply is the topic of the newspapers. The *New York American* rejoices at the rejection of the suggestion that America had become a party to the Anglo-French "secret alliance."

The *Herald Tribune* says the United States is ready to resume its quest of all-round naval limitation but not of the kind which benefits others to the disadvantage of America.

Official French View. PARIS, Sept. 29th. That the door remains open to further negotiations is the French official view of the American note. No immediate reply is contemplated as the question must be examined leisurely from a general standpoint. It is considered probable that after an exchange of views, France and Britain will reply separately.

The morning papers are very pessimistic. The *Guillot* declares that the Anglo-French compromise is dead.

The *Echo de Paris* says the reply leaves the important question of small cruisers in the air without opening the way to bargain. The *Ere Nouvelle* regrets that America is unappreciative of the pacific significance of the Anglo-French agreement.

(Continued on Page 9.)

HOME FOOTBALL RESULTS.

LEADING TEAMS CARRY THE DAY.

CHELSEA STILL DOING WELL.

RANGERS LOSE THEIR FIRST POINT.

Matches on Saturday in the English League ended as expected, there being hardly anything in the nature of a surprise. Burnley, leaders in the First Division, still retain their place although they were obliged to drop one point. West Ham were badly defeated by Leeds United and second position goes to Derby, who beat Portsmouth by the only goal in the match. Manchester United scored five goals against Newcastle.

Chelsea still continue to win and their opponents were their closest rivals, Notts County. The latter lost second position to Hull City, who gained a narrow victory over Grimsby. Millwall scored an easy win over the lowly placed Reading.

Leading position was not altered in the Third Division (Southern) where Luton is on top, but Brentford had to give way to Queen's Park Rangers for second place. South Shields in the Northern section won comfortably when they met Chesterfield, and Stockport did even better in meeting Accrington by also scoring six goals and giving only one away.

In the Scottish League, the Rangers lost one point for the first time in a goalless draw with Motherwell. Third Lanark, playing at home instead of away, beat Falkirk 5-2. Queen's Park also changed their venue and were beaten away by St. Johnstone. Hearts went down unexpectedly to Dundee.

Results of Saturday matches in the two Leagues follow:—

[THROUGH REUTER'S AGENCY.]

ENGLISH LEAGUE.

Division I.

Arsenal 2, Huddersfield 0.
Aston Villa 1, Cardiff 0.
Blackburn 2, Manchester C. 2.
Bury 4, Sheffield U. 0.
Derby 1, Portsmouth 0.
Everton 1, Liverpool 0.
Leeds U. 4, West Ham 1.
Manchester U. 5, Newcastle 0.
Wednesday 0, Bolton 0.
Sunderland 3, Birmingham 4.

Division II.

Barnsley 4, Bristol C. 2.
Blackpool 0, West Brom 2.
Bradford 2, Stoke 1.
Grimsby 0, Notts Forest 0.
Millwall 0, Reading 1.
Notts County 0, Preston 1.
Port Vale 2, Tottenham 1.
Southampton 2, Oldham 1.
Swansea 0, Clapton 1.
Wolves 3, Middlesbrough 3.

Division III. (Southern).

Bournemouth 2, Coventry 1.
Brentford 0, Luton 1.
Brighton 2, Swindon 2.
Bristol R. 1, Queen's P. R. 1.
Crystal Pal. 2, Torquay 0.
Exeter 3, Norwich 1.
Merthyr 2, Northampton 2.
Newport 3, Gillingham 0.
Southend 1, Charlton 3.
Walsall 1, Plymouth 1.
Watford 2, Fulham 0.

Division III. (Northern).

Ashington 1, Barrow 0.
Crewe 1, Carlisle 1.
Darlington 3, New Brighton 1.
Doncaster 0, Lincoln 0.
Halifax 1, Bradford C. 1.
Nelson 1, Wrexham 3.
Southport 1, Rochdale 1.
St. Helens 0, Chesterfield 3.
Stockport 0, Accrington 1.
Tranmere 3, Huddersfield 0.
Wigan 1, Rotherham 0.

SCOTTISH LEAGUE.

Division I.

Aberdeen 3, Raith 1.
Ayr 2, Airdrie 0.
Olye 1, Kilmarnock 1.
Cowdenbeath 0, St. Mirren 0.
Dundee 3, Hearts 3.
Third Lanark 3, Falkirk 2.
Hamilton 1, Celtic 1.
St. Johnstone 1, Queen's Park 0.
Rangers 0, Motherwell 0.

LEAGUE TABLES.

The English League Tables and Scottish League Table (Division I), up to and including matches completed on Saturday, are appended:

ENGLISH LEAGUE.

Division I.

Burnley 9 5 2 23 21 12
Derby 8 5 1 27 9 11
Blackburn 9 5 1 31 19 11
Leeds 7 4 2 1 20 10 10
Birmingham 4 2 2 17 12 10
Wednesday 8 4 2 2 12 15 7
West Ham 9 4 2 3 21 18 10
Everton 8 4 1 3 14 12 8
Manchester City 7 3 2 18 14 8
Portsmouth 7 4 0 3 8 9 8
Cardiff 8 3 2 17 10 8
Huddersfield 3 2 3 16 10 8
Liverpool 8 2 2 3 17 12 8
Leicester 8 2 2 3 17 12 8
Manchester U. 7 2 3 13 11 6
Aston Villa 7 2 3 13 11 6
Sunderland 4 0 5 16 16 6
Arsenal 8 2 4 8 12 6
Sheffield U. 8 2 5 12 9 11
Newcastle 9 2 5 11 24 6
Bury 7 2 0 8 10 4
Bolton 3 1 2 5 7 17 4

Division II.

Chelsea 8 7 1 0 18 2 13
Hull 9 5 4 0 13 8 14
Preston N.E. 8 6 1 1 22 10 13
Notts C. 8 6 1 1 15 5 13
Southampton 8 5 2 1 15 5 12
Notts For. 8 4 2 2 17 18 10
Stoke 9 4 1 3 18 9 9
Grimsby 7 3 2 2 14 9 8
Middlesbrough 8 3 2 3 18 18 8
Bradford 8 4 0 4 13 14 8
West Brom 8 4 0 4 13 18 8
Clapton 8 3 3 3 7 14 8
Tottenham 7 3 1 3 13 14 7
Wolves 8 3 1 4 19 17 7
Barnsley 7 3 0 4 12 11 6
Port Vale 8 3 0 5 12 17 6
Millwall 8 2 2 4 10 13 6
Bristol C. 8 1 3 4 10 13 5
Blackpool 8 1 2 5 11 19 4
Swansea 8 1 0 5 14 23 4
Oldham 8 1 2 5 17 12 2
Reading 8 0 1 7 5 22 1

Division III. (South).

Luton 8 6 2 0 19 9 14
Queen's P.R. 8 4 4 0 11 7 12
Brentford 8 4 3 1 12 7 11
Crystal P. 8 4 2 2 14 10 10
Plymouth 8 4 2 2 13 11 10
Swindon 8 4 2 2 13 11 10
Charlton 7 4 1 2 13 11 9
Coventry 8 3 3 2 15 9 9
Southend 8 3 3 2 13 12 8
Fulham 8 3 3 2 13 14 8
Newport 8 3 2 3 12 9 8
Bournemouth 8 3 2 3 12 9 8
Northampton 8 3 2 3 15 18 8
Bristol R. 8 3 1 4 12 14 7
Torquay 8 3 1 4 12 12 7
Walsall 8 3 1 4 11 17 7
Watford 8 3 1 4 11 17 7
Exeter 8 2 2 4 11 13 8
Merthyr 8 2 1 5 10 20 3
Norwich 8 2 1 5 10 12 5
Brighton 8 1 2 5 9 13 4
Gillingham 8 1 2 5 8 16 4

Division III. (North).

Wrexham 8 5 3 0 20 12 13
Stockport 8 5 1 2 25 11 11
Carlisle 9 4 3 2 22 16 11
Bradford C. 8 4 2 2 24 11 10
Lincoln 9 4 2 3 20 19 10
Barnsley 8 4 1 3 10 7 9
Nelson 8 4 1 3 14 15 8
Doncaster 8 3 2 2 14 11 8
Halifax 8 2 4 2 10 11 8
Rotherham 8 3 2 3 12 19 8
Darlington 8 3 2 4 13 17 8
St. Helens 7 3 1 3 14 10 7
Hartlepool 8 2 3 3 9 19 7
Southport 8 3 1 4 15 12 7
Tranmere 8 2 1 4 10 14 7
Ashington 8 3 1 3 12 22 7
Crewe 8 2 2 3 12 12 6
Wigan 7 3 0 4 17 17 6
New Brighton 8 3 0 4 11 13 8
Rochdale 8 2 2 4 13 16 6
Accrington 7 2 1 4 10 17 5
Barrow 8 1 3 4 13 19 5

SCOTTISH LEAGUE.

Division I.

Aberdeen 9 7 0 2 21 14 14
Rangers 7 6 1 0 23 7 13
3rd Lanark 8 5 2 1 23 12 12
Motherwell 8 5 2 1 14 10 12
Celtic 7 5 1 1 12 12 10
Hearts 8 4 2 2 22 12 10
Hibernians 8 4 2 2 19 10 10
St. Mirren 8 4 2 2 19 10 10
Clackmannan 8 4 1 3 11 13 9
Queen's Park 7 3 1 3 22 18 7
Partick 8 3 0 4 14 10 7
St. Johnstone 8 2 1 4 13 18 7
Clyde 8 2 2 4 7 11 6
Ayr 8 2 2 4 12 20 6
Kilmarnock 8 2 0 8 14 15 6
Falkirk 8 2 1 5 16 20 5
Airdrie 8 2 1 5 7 47 5
Dundee 8 2 0 0 15 19 4
Cowdenbeath 8 1 1 8 14 3
Raith R. 8 0 1 7 6 27 1

INTER-DEPARTMENT BOWLS.

P.W.D. IN THE FINAL.

AN EXCITING FINISH.

On the Police Recreation Club ground yesterday, the P.W.D. defeated the Sanitary Department by three shots and entered the final to meet the winner of the Small Units v. Government House tie.

The Sanitary Department ran away with seven shots and it took some little time for the P.W.D. to make good their deficit. Then it was anybody's game until the last wood was rolled. In the 20th head the P.W.D. led by one shot (19-17) and in the last head W. E. Hollands drew the shot, but Gregory extracted the jack to lay with his wood, which position brought the scores to a tie. The S.D. skip, however, banged P.W.D. woods each time to give them an additional two shots. Teams and scores were:—

Sanitary Dept. Public W. Dept.
Ecklehall Burford
Roylance Howe
Gregory W. E. Hollands
Duncan A. M. Holland
(S.) 17 (S.) 20

BOWLERS ENTERTAINED.

DINNER TO WINNING INTER-PORTERS.

The Hong Kong lawn bowls Interport team which brought the Prentice Cup to Hong Kong after defeating Shanghai were entertained to dinner by the local Association at Lane, Crawford's Restaurant, many bowls teams in the Colony being represented. The guests of honour were Messrs. A. M. Holland, J. C. Brown, A. W. Grimmitt, J. Laing, W. Mair and A. Chapman.

Mr. Wylie, President of the Association, in the course of a speech congratulated the team on their victory. Mr. Holland, in reply, paid a compliment to the enthusiasm shown by the team which enabled them to win on a strange rink against Shanghai's best. He also referred to the excellent hospitality extended to them on their visit. He concluded by thanking the hosts for entertaining the team and for the honour paid to them.

ST. JOHN'S BRIGADE SWIMMING TROPHIES.

ST. JOSEPH'S COLLEGE TAKE PAUL CHATER SHIELD.

The annual swimming competitions held by teams entered from the various units of the St. John's Ambulance Brigade took place yesterday at the swimming pool at King's College.

Seven teams entered but two of them from Shaikwan and the Y.M.C.A. did not compete. The result was a triumph for St. Joseph's College who easily won the St. Paul Chater Shield with an aggregate of 14 points. Kowloon were second with 9 points and the Indian Unit third.

The results of the events were as follow:—
St. Joseph's; 2, Indian; 3, King's College.
Ho Tung Life Saving Cup:—1, Kowloon; 2, St. Joseph's; 3, Kowloon.

Ho Brothers Cup (100 yards, Brigade Championship):—1, St. Joseph's; 2, Mong Kok; 3, Indian.
Chan Chan Nam Cup (50 yards on back):—1, St. Joseph's; 2, Kowloon; 3, Indian Division.
Nanyang Cup (100 yards Breast Stroke):—1, Kowloon; 2 and 3, St. Joseph's.

H.K. FOOTBALL REFEREES' ASSOCIATION.

The monthly meeting of the Hong Kong Football Referees' Association will be held at the Chaplains Hut, Scandals Point, on Friday at 8 p.m. prompt. The committee have arranged for Warrant Engineer J. W. Barber, R.N., to give a short lecture on "Referees." All registered referees are cordially invited to attend. Players, persons desiring to qualify as referees, and anyone interested in the game will be welcome.
Registered referees wishing to join the Association should write to Mr. F. Smith, Royal Naval Armament Depot, Hong Kong, for full particulars. The committee hope that all members will make a special effort to attend the monthly meetings.
The nearest way to the Chaplains Hut is up Murray Path, then the first turning to the left and straight on about 300 yards.

LOCAL CRICKET.

LEAGUE FIXTURES.

The following are the League fixtures of the University C.C. (winners of the First and Second Divisions Past Year) and the Civil Service Cricket Club for the current season:—

Date.	Opponent.	Ground.
University 1st XI.		
December 22nd	Indian R.C.	Home
January 1st	Past v. Present (friendly)	Home
5th	Kowloon C.C.	Away
19th	Craigengower	Away
26th	Chinese R.C.	Away
February 2nd	Hong Kong C.C.	Away
9th	Civil Service C.C.	Away
March 2nd	Royal Navy	Home
16th	R.A.	Home
University 2nd XI.		
October 6th	Police R.C.	Away
27th	H.K. Electric Co.	Home
December 22nd	Indian R.C.	Away
January 1st	Racefile	Away
18th	Craigengower	Home
February 2nd	R.E. and Signals	Home
9th	Kowloon C.C.	Away
16th	Hong Kong C.C.	Away
23rd	R.A.S.C.	Home
March 2nd	Royal Navy	Away
23rd	Civil Service C.C.	Home

Date.	Opponent.	Ground.
November 17th	Craigengower	Home
December 1st	Hong Kong C.C.	Home
22nd	Kowloon C.C.	Away
1929.		
January 5th	Chinese R.C.	Home
12th	Indian R.C.	Home
February 9th	University	Home
16th	Royal Navy	Away
March 9th	R.A.	Home
Civil Service 2nd XI.		
November 17th	Racefile	Away
17th	Craigengower	Away
24th	H.K. Electric Co.	Home
December 1st	Hong Kong C.C.	Away
8th	R.E. and Signals	Home
22nd	Police R.C.	Home
29th	Kowloon C.C.	Home
1929.		
January 5th	R.A.S.C.	Away
12th	Indian R.C.	Away
March 16th	Royal Navy	Home
23rd	University	Away

LONDON LAND VALUES.

WHERE LANDOWNERS MAKE FORTUNES.

Fortunes are being rapidly made by landowners in the western and north-western suburbs of London. Land prices are soaring everywhere.

So rapid is the increase in the demand for land, not only for factories but also for houses and shops, that property owners whose land could have been picked up for a mere song three or four years ago can now watch its value going up by leaps and bounds.

A shop in Uxbridge High Street worth from £1,200 to £1,500 before the war was bought recently by Messrs. Boots for £7,000. Another shop in the same thoroughfare that fetched only £800 in 1919 has found a purchaser now at £2,000.

Multiple shop firms are eager to secure sites in parts of Hayes, Harlington, Acton, and Southall. Rapid Rise in Values.
"Thousands of acres of what was three or four years ago agricultural land, worth only £100 an acre, or less, are now fetching anything from £200 to £800 an acre," said the partner of a well-known firm of land agents.

"There are remarkable developments in progress on the road that leads off the main road through Hayes and Harlington. The demand for shop sites is so keen there that as much as £15 to £20 a foot frontage is being paid for the best sites, while on the Uxbridge road the prices have risen to £10 or £12 a foot."

Messrs. H. and B. Leno, the Uxbridge auctioneers and valuers, who have sold large tracts of land in the area, said:—

"The rise in land values has been phenomenal. Take the Station Road, Hayes, district. There is land there which, a few years ago, could have been picked up at £3 10s. a foot frontage. It is now being rapidly disposed of at from £12 to £15 a foot frontage."

"Hayes only a few years ago was a place of market gardens. To-day the land has increased in value by anything from 800 to 600 per cent. The market gardens have been swept away, and shops and houses are being built in all directions."

LAWN TENNIS.

TURNING THE TABLES.

VINCENT RICHARDS BEATS KOZELUH.

[REUTER'S AMERICAN SERVICE.]

New York, Sept. 30th. In the final of the American National Professional Lawn Tennis Championship, Vincent Richards beat Kozeluh by 6-4, 6-3, 6-3, 6-3. In the final of the World Professional Lawn Tennis Championship, concluded in New York on September 24th, the first two matches of which were played in Europe, the Czechoslovakian player Kozeluh beat Vincent Richards 6-4, 6-4, 4-6, 6-3.

BASEBALL.

CARDINALS AND YANKEES.

THE WORLD TITLE.

[REUTER'S AMERICAN SERVICE.]

New York, Sept. 29th. By defeating Detroit yesterday the New York Yankees made certain of securing the pennant for winning most games in the American League. St. Louis leads in the National League with the New York Giants second, but the latter might possibly draw level with St. Louis and beat them when the deciding tie is played.
The St. Louis Cardinals were assured of the second National League pennant to-day when their rivals the Giants lost their all-important game with the Chicago Cubs.
The Cardinals will meet the Yankees in October in a series of games for the world title.

POLO.

U.S. BEATS ARGENTINA.

THRILLING FINISH.

[REUTER'S AMERICAN SERVICE.]

WESTBURY, Sept. 29th. In the first of a series of matches between the United States and Argentina for the polo championship of North and South America the United States won by 7 goals to 6.
The weather was cold and showery, but a crowd of 20,000 watched the match.
After being almost put to rout by a sustained attack that gave the Argentine an early 5-2 lead, Hitchcock's hard-riding and hard-hitting quartette staged a sensational finish, beating the invaders in a thrillingly close battle. Harriman, who was recently summarily removed from the Number One position and was only put back two days ago, scored the deciding goal with a fine seventy-five yard shot after a beautiful run.

Score By Chalkers.

United States 1 2 3 4 5 6 7 8
Argentina 2 0 0 2 0 1 0 6
Goals for the United States were scored by Hitchcock (3), and Harriman (4), while the Argentine scorers were Lacey (3), Miles (2) and Kemley (1).
The Teams.
UNITED STATES.—A. Harriman, T. Hitchcock, Malcolm Stevenson, Winston Guest.
ARGENTINA.—A. Kemley, J. Nelson, J. Miles, L. Lacey.

GOLF.

MISS COLLETT'S HUGE WIN.

[REUTER'S AMERICAN SERVICE.]

New York, Sept. 29th. In the final of the American Ladies' Golf Championship, played at Hot Springs, Virginia, over 36 holes, Miss Glenna Collett, of Rhode Island, beat Miss Virginia Wile of Chicago by 13 and 12.

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Miss Glenna Collett, of Rhode Island, beat Miss Virginia Wile of Chicago by 13 and 12.

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FASTER R.A.F. "FIGHTERS."

NEW DESIGN OF AIR-COOLED ENGINE.

The Morning Post says an attempt is now being made to evolve a new type of fighting aeroplane, which will beat all existing types in speed and climbing power, and will yet be fitted with an air-cooled engine.

The new engine, no details of which may yet be given, represents a revolutionary departure from all present air-cooled engine design. If it proves successful, it should be lighter than any water-cooled engine of equal power, besides having a small cross-sectional area.

It is being built by a firm which has achieved a leading position in the design and construction of high-speed aero-engines, and the designer is a famous racing motorist. This new departure is of particular importance in view of the reports issued at the time of the Air Exercises, stating that aeroplanes fitted with air-cooled engines must of necessity be slower than those fitted with water-cooled engines.

With existing designs, this is true, and the new engine has been evolved to combine the advantages of air-cooling and water-cooling.

Less Vulnerable.
The air-cooled engine is less vulnerable on service, it is easier to produce, and it is cheaper. The water-cooled engine, being of smaller cross-sectional area, enables the aeroplane to be better streamlined, and so to present less wind resistance and to be capable of higher speeds.

The first model of the new engine is undergoing preliminary tests, but it is likely to be some time before it is fitted in an aeroplane and tried in the air.

It will be the first aero-engine of its type ever constructed. It should be remembered that the only extensive work done up to date on air-cooled aero-engines of high powers has been with radial engines.

The Tiger Moth light aeroplane now does approximately 200 miles an hour at ground level with about 130 horse-power. At a similar useful load per horse-power a high-powered fighter could be constructed which, with full military load, would have an outstanding performance.

An Urgent Need.
During the recent Air Exercises it was pointed out in the Morning Post that the most urgent need was for faster fighters. In some instances during the mock raids day bombers proved faster than the fighters sent up to chase them and bring them down.

Among existing types of engine, the fastest are the water-cooled engines, as was demonstrated in the Schneider Trophy race. The fastest machine ever built with an air-cooled engine, the Short Crusader, was some miles an hour slower than the Supermarine-Napier 35 which won the race.

But the new air-cooled engine may put a completely different complexion on the whole problem of high-speed aircraft design. It may be mentioned that Major F. B. Halford, who designed the Tiger Moth engine and the Gipsy and Cirrus light aeroplane engines, has for several years been making a close study of air-cooled aero-engines, having the cylinders in line.

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Fortnightly sailings on Tuesdays

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Pres. Jackson	...	Tuesday, Oct. 30th
Pres. McKinley	...	Tuesday, Nov. 13th

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Pres. Polk	...	Sun, Oct. 21, 8 a.m.
Pres. Adams	...	Sun, Nov. 4, 8 a.m.
Pres. Garfield	...	Sun, Nov. 18, 8 a.m.
Pres. Harrison	...	Sun, Dec. 2, 8 a.m.
Pres. Monroe	...	Sun, Dec. 16, 8 a.m.
Pres. Wilson	...	Sun, Dec. 30, 8 a.m.
Pres. Van Buren	...	Sun, Jan. 13, 8 a.m.

To Manila

Pres. Madison	...	Oct. 5th, 6 p.m.
Pres. Pierce	...	Oct. 13th, 6 p.m.
Pres. Jackson	...	Oct. 23rd, 6 p.m.
Pres. Taft	...	Oct. 27th, 6 p.m.
Pres. McKinley	...	Nov. 6th, 6 p.m.
Pres. Grant	...	Nov. 20th, 6 p.m.
Pres. Lincoln	...	Nov. 24th, 6 p.m.

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CONSIGNEE NOTICES.

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "ERMLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th October, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 3rd October, 1928, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before the 17th October, 1928, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO.

Hong Kong, 28th Sept., 1928. [6770]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS & PHILIPPINES.

The Steamship "BENAVON."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong & Kowloon Wharf and Godown Company, Ltd., whence Delivery may be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd October, 1928, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 17th October, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd October, 1928, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

GIBB, LIVINGSTON & CO., LTD.

Hong Kong, 28th Sept., 1928. [6768]

THE "DISCOVERY" MUDDLE.

£130,000 SPENT ON
£5,000 SHIP.

WASTE OF PUBLIC MONEY.

VESSEL UNSAFE FOR ANTARCTIC WORK.

The famous little barque *Discovery*, which recalls the heroism of Captain Scott, the Antarctic explorer, and his brave companions, has latterly been associated with a waste of public money, writes Sir Robert Donald in the *Daily Mail*. Nothing more humiliating to British scientific research has taken place than the futile expedition to the Antarctic of "the Royal Research ship the *Discovery*."

Up to the end of 1926 the expedition had cost the little colony of Falkland Islands in less than three years £317,500, and recurrent expenditure is going on with reckless prodigality, while the commercial and scientific results are insignificant.

On the recommendation of an Inter-Departmental Committee of Research and Development in the Falkland Islands, whose report was issued in 1920, a Research Ship Committee was appointed to organize the expedition.

The main object was to put the whaling industry on a scientific basis, to mark whales, study their methods of life, and make researches into the capacity of local fisheries, oceanography, zoology, biology, and the like. "It was thought appropriate to acquire Scott's historic ship. The handsome sum of about £5,000 was paid for the *Discovery*, perhaps because of its associations.

Unsafe For The Work.

The first two years—1923 to 1925, were occupied in repairing the vessel, including providing luxurious cabins for the staff, at a total cost of £27,430. Before the little vessel (the tonnage is 337) was fully equipped the capital expenditure incurred had amounted to £130,320.

It was then found that the *Discovery* was unsuitable for the main objects of the expedition, and, in fact, the alterations made her unsafe for Antarctic work. So as to reduce her rolling she was fitted with bilge keels, which prevented her from rising to the pressure it nipped in the ice. The *Discovery*, therefore, upon which £130,000 has been spent, is of no practical use to the expedition, and will have to be sold or scrapped.

A new ship was ordered in 1925, the *William Scoresby*, with a net tonnage of only 108 tons. This little vessel cost £24,308. A marine station was built at South Georgia at a cost of £10,000. The *William Scoresby* was intended primarily to study the life of the whale and to mark whales.

Meagre Results.

The committee has issued only one report for the year 1926 and the results described are meagre. A scientific collection has been made, but nothing has been done that is likely to be of much commercial value to the Falkland Islands and the contribution to original scientific research is unimportant.

The total cost falls on the Falkland Islands and Dependencies; the combined revenue of which, according to the last annual report, amounted to £237,500. The colony has a population of 2,250, almost exclusively of pure British origin. The Dependencies, which live on the whale industry, have a smaller and fluctuating population, chiefly Scandinavian.

The revenue comes chiefly from the whaling industry, so that its development and organisation is vital for the Colony and Dependencies, although South Africa and New Zealand are similarly interested.

The revenue of the colonies shows a surplus of about £100,000. The recurrent expenditure of the *Discovery* expedition amounted, as shown in the report for 1926, to £142,045, which covered two years of actual work. It is impossible to state what the expenditure has been during the last eighteen months, as no further report has been issued.

An Unfair Burden.

The expedition as at present conducted is largely a waste of public money and an exceedingly unfair burden on the small Falkland Islands colonies.

The humiliating feature of the Research Expedition is not only the waste of money but the failure to achieve important results. Great Britain has fallen behind the rest of the world in scientific research into ocean life and Polar exploration.

It is humiliating to compare the result of this *Discovery* expedition with the record of the German ship *Meteor* in the South Atlantic. This ship, manned by the best scientific men in Germany, spent two years in the Southern Seas, 1925-26, and the responsible committee have published a volume of results which are a very notable contribution to practical research.

(Continued on next Column.)

ON COASTAL SERVICE.

LATEST CHANGES OF PERSONNEL.

Mr. F. E. B. Steer, second officer, *Hupei*, has gone second officer, *Sochohu*.

Mr. S. E. Ries, second officer, *Sochohu*, has gone second officer, *Taiko Wangi*.

Mr. J. H. Pontin, second officer, *Fatshan*, has gone second officer, *Kingyuan*.

Mr. L. G. Potter, second officer, *Kingyuan*, has gone second officer, *Fatshan*.

Mr. T. F. Beatty, chief officer, *Kingyuan*, has gone chief officer, *Kanchow*.

Mr. J. Whyte, chief officer, *Kanchow*, has gone chief officer, *Kingyuan*.

Mr. W. L. Shinn, extra chief officer, *Hsin Peking*, has gone extra chief officer, *Fatshan*.

Mr. F. S. Barron, second officer, *Linan*, has gone second officer, *Changsha*.

Mr. J. W. Smith, extra second officer, *Hsin Peking*, has gone second officer, *Linan*.

Mr. E. C. Fitzpatrick, third engineer officer, *Poyang*, has gone acting second engineer officer, *Ichang*.

Mr. J. McAulay, third engineer officer, *Hsin Peking*, has gone third engineer officer, *Shantung*.

Mr. W. J. Belcher, second engineer officer, *Poyang*, has gone second engineer officer, *Linan*.

Mr. J. W. E. Tonkin, third engineer officer, *Poyang*, has gone acting second engineer officer, *Poyang*.

Mr. A. Knowles, from reserve, has gone extra second engineer officer, *Tatung*.

Mr. W. J. Sprinall, second engineer officer, *Linan*, has gone extra second engineer officer, *Hsin Peking*.

Mr. H. S. Luscombe, third engineer officer, *Hanyang*, has gone third engineer officer, *Hsin Peking*.

Mr. J. B. Smith, third officer, *Ningpo*, has gone third engineer officer, *Hanyang*.

Mr. D. G. Evans, third engineer officer, *Wenchow*, has gone third engineer officer, *Ningpo*.

Mr. T. A. Howard, second officer, *Kutuo*, is now on reserve.

Mr. R. Clarke, from reserve, has gone acting chief officer, *Leesang*.

Mr. R. E. Smith, chief officer, *Leesang*, is on reserve.

Captain A. R. Smith, of the *Hsin Tseungshai*, is on reserve.

Captain J. W. McLeod, from reserve, has gone master, *Hsin Tseungshai*.

Captain J. B. McCaw, of the *Lok Sun*, has gone master, *Gorgistan*.

Mr. T. W. Spence, second officer, *Lungshan*, has gone chief officer, *Gorgistan*.

Mr. T. A. Goldenberg has been appointed second officer, *Gorgistan*.

—Shipping and Engineering.

"Meteor's" Work.

The Meteor cost about one-tenth of the expenditure incurred by the *Discovery* Expedition. It made more than 60,000 deep-sea soundings by the echo apparatus, which was used every 20 minutes night and day. (The famous *Challenger*, our greatest research ship, made only 365 deep soundings in three years.)

With soundings were also made at regular intervals to check the accuracy of soundings and to take temperatures. Water samples and large samples of deep-sea deposits were collected. Meteorological tests up to a high level were also made and no end of chemical, zoological, and biological work done, which puts the puny efforts of the *Discovery* in the shade.

The committee responsible for the *Discovery* Expedition consists of two representatives of the Colonial Office, one representative of the Admiralty, the Ministry of Agriculture and Fisheries, the British Museum, the Royal Geographical Society, and the Council of Naval Architects to the Crown.

It is time that they gave an account of their stewardship and explained what benefits the Empire, the Falkland Islands, and the whaling industry and research have in particular obtained to justify an expenditure which must by now be getting well on towards £500,000.

Britain Falling Behind.

The fact is that we are falling behind the rest of the world in research and Polar exploration. Americans, Dutchmen, and Scandinavians are sending out important oceanographical expeditions this year. We are out of it.

No Englishman is taking part in Polar work, with the exception of Captain Wilkins (an Australian), whose expedition was financed by Americans. Americans, Italians, Norwegians, Danes are now doing the pioneer work of Polar exploration.

Where are the successors to Scott, Shackleton, and other heroic figures who enthralled the Empire by their discoveries and scientific contributions to research? We have not now the men. We cannot, judging from the *Discovery* expedition, find the suitable ships for research. We have only the money to waste.

AMERICAN NOTE.

(Continued from Page 7.)

London, Sept. 28th.

After a delay of two months, the U.S. Government has issued a reply to the British Note setting out the terms of the Anglo-French naval compromise, and inviting American observations thereon.

In roundly disapproving of the whole, the Reply is fully in accord with forecasts, but New York suggestions that the opportunity would be taken of drawing attention to the prospects of a big building programme in U.S. prove unfounded.

The Reply was formally handed to the Foreign Office in London today.

Vital Omissions.

At the outset, it is declared that the Anglo-French naval agreement appears to fulfil none of the conditions which, to the American Government, seem vital. The agreement leaves unlimited a very large class of effective fighting ships, and this very fact would inevitably lead to a re-estimation of naval competition, disastrous to national economy.

It is very pointedly stated that the only classes of naval vessels which the Anglo-French agreement proposes to limit are cruisers of, or below, 10,000 tons, armed with guns of over six-inch and up to 8-inch calibre, and submarines of over 600 tons.

The Government of the United States holds that any naval limitation, to be effective, should apply to all classes of combatant vessels.

Handicapping America.

The limitation of only such cruisers would be an imposition of restrictions only on the types peculiarly suited to the needs of the United States.

It is clearly apparent that the limitation of this type of vessel would add enormously to the comparative offensive power of any nation possessing a large merchant tonnage on which preparation may be made in peace-time for mounting 6-inch guns.

The American Note goes on to say that the present proposals are even more unacceptable to the United States than the proposal of the British delegation to the Three-Power Conference.

Submarines.

The Note also strongly objects to the provision that submarines below 600 tons shall not be limited, and says that the United States, would gladly, in conjunction with all nations, abolish submarines altogether, but if submarines must be continued they should be limited to reasonable tonnage or number.

The United States would be happy to continue its efforts towards naval limitation, but cannot consent to proposals which leave the door wide open to the unlimited building of certain types of ships of highly efficient combatant value, and which restrict only the type peculiarly suitable to American needs.

The terms of the Anglo-French agreement would tend to defeat the primary object of any disarmament conference, and no useful purpose would be served by accepting them as a basis for discussion.

Still Sympathetic.

The United States Government does not object to any agreement between France and Britain which they think is in the interest of armament limitation, but they cannot consent to the application of such an agreement to the United States.

In conclusion, the Note says that the Government of the United States remains willing to use its best efforts to obtain a basis of further naval limitation satisfactory to all naval Powers, including those not represented at the Three-Power Conference at Geneva, and is willing to take into consideration in any conference the special needs of France, Italy, or any other naval Power for the particular class of vessels deemed by them most suitable for their defence.

Compensatory Scheme.

This could be accomplished by permitting any of the Powers to vary the percentage of tonnage in the classes within the total tonnage, the certain percentage to be agreed upon.

If there was an increase in one class of vessels it should be deducted from the tonnage to be used in the other classes.

A proposal along these lines made by Great Britain and discussed by the American and British representatives would be sympathetically considered by the United States. It expects on the part of others however similar consideration for its own needs.

PASSENGERS.

Arrivals.

The following passengers arrived here on September 28th by the *President Cleveland*:—Mr. R. P. Thoms, Miss Mary W. Biehoff, Mr. and Mrs. H. V. Bradshaw, Rev. R. J. Cairns, Miss P. Cavalier, Mr. Chow S. Chow, Mr. You Shing Chew, Mr. C. K. Chan, Miss A. M. Carpenter, Mr. H. Coste, Mr. J. Drought, Mr. A. C. Ellis, Mr. M. Evans, Father F. X. Ford, Dr. E. R. G. Frammolt, Mr. R. E. Fries, Mr. S. A. Gile, Mr. M. V. Gile, Mr. Chen Gail, Mr. F. W. Hinkle, Mr. Chan Man Ho, Mr. C. S. Hong, Mr. E. W. Lowery, Mr. G. G. Lowery, Mr. C. Y. Liang, Miss S. Y. Liang, Miss S. Y. Liang, Miss K. Lin, Miss Y. Lin, Miss L. Lin, Miss S. Lin, Mr. Shen Chih Lee, Mr. Chok Kai Lee, Mr. K. Kwong Chun Liu, Mr. J. Murray, Miss G. MacDonald, Mr. W. L. Newmeyer, Mr. E. B. Raymond, Miss I. Raymond, Mr. W. P. Riel, Mrs. E. M. Riel, Mr. C. B. Robertson, Miss H. Santos, Mr. H. Schwartz, Miss C. Taerentschikoff, Mr. Kwong Tsang, Mr. H. Wada, Mr. and Mrs. F. N. Webb, Mr. Sin Back Wong, Mr. and Mrs. S. K. Wong and two children, Mr. J. H. Wunpin, Dr. Ma. Chuen Wu, Miss L. S. Worthington, Miss W. J. Worthington. Among passengers passing through on their way to Manila were: Mr. Julian A. Agati, Miss E. M. Beyer, Mr. J. I. Brent, Mrs. M. B. Brent, Mr. J. V. G. Cox, Mr. P. Doltz, Mrs. C. J. Doltz, Mrs. M. E. Davies, Mrs. C. Eddy, Mrs. J. B. Farrior, and the Misses Farrior, Mr. C. E. Ferguson, Dr. O. I. Greer, Mr. M. F. Guyer, Mrs. H. M. Guyer, Mr. W. J. Hanlon, Mr. R. J. Harrison, Mr. E. J. Halsema, Mrs. M. B. Halsema and two children, Mr. W. V. Higgins, Mrs. R. B. Hunt, Mrs. M. F. Imma, Mrs. H. R. Irby, Mr. N. Katsumura, Mr. A. F. Kelly, Mrs. H. S. Kelly, Miss A. E. Kelly, Mr. T. Komomoto, Mr. I. Kioku, Miss N. Lange, Mrs. M. D. Larkin, Bishop E. Lee, Mrs. E. D. Lee, Miss E. Lewis, Mr. T. Monden, Mr. V. Z. Munoz, Mrs. A. Munakami, Master T. Munakami, Major General D. MacArthur, Major General F. McIntyre, Miss Marie McIntyre, Mrs. R. C. Needham, Mrs. B. A. Riker, Mr. J. W. Shannon, Miss J. M. Smith, Miss Chai Moh Sze, Mr. Sie Shing Sze, Mr. K. Tarahalu, Mr. R. Takahalu, Mr. F. Trimble, Mr. and Mrs. E. L. Waters, Mr. G. M. Wood, Mrs. J. B. Wood, and Miss M. Yang.

Consignees of Cargo by the *President Cleveland* are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 18th October, 1928, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th October, will be subject to Rent.

MACKINNON, MACKENZIE & CO., Agents.

Hong Kong, 28th Sept., 1928. [6769]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co's Vessel "MERIONES"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on or after 28th September.

Optional Cargo will be landed here unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period, and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 5th October, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 19th October, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

28th Sept., 1928. [6773]

SHIPPING MOVEMENTS.

CHINA NAVIGATION COMPANY, LIMITED.

Amoy, Swatow & Singapore	"ANTUNG"	On 1st Oct.	6 a.m.
Hongkong & Bangkok	"CHINHUA"	On 2nd Oct.	Noon
Amoy, Swatow & Singapore	"SOOCHOW"	On 2nd Oct.	6 p.m.
Shanghai, Newchwang & Dairen	"YINGHONG"	On 2nd Oct.	6 p.m.
Shanghai	"YUNNAN"	On 3rd Oct.	6 p.m.
Shanghai	"LINAN"	On 4th Oct.	6 p.m.
Wanchow, Chefoo & Tientsin	"KUMINGHONG"	On 6th Oct.	4 p.m.
Shanghai & Tientsin	"SUNNING"	On 7th Oct.	6 a.m.
Shanghai & Tientsin	"KALGAN"	On 7th Oct.	2 p.m.
Amoy, Swatow & Singapore	"ANKING"	On 8th Oct.	6 a.m.
Amoy, Swatow & Singapore	"SUICHANG"	On 9th Oct.	6 p.m.
Shanghai & Tientsin	"HUPH"	On 10th Oct.	6 p.m.
Hongkong, Pakhoi & Haiphong	"CHENAN"	On 11th Oct.	10 a.m.
Shanghai	"SHANTUNG"	On 14th Oct.	6 a.m.
Shanghai & Tientsin	"KWANGHONG"	On 14th Oct.	3 p.m.
Swatow & Singapore	"ANHUI"	On 15th Oct.	6 a.m.
Amoy, Swatow & Singapore	"SINKIANG"	On 16th Oct.	6 p.m.
Amoy, Swatow & Singapore	"HUICHOW"	On 18th Oct.	4 p.m.

SAILINGS SUBJECT TO ALTERATIONS.

For Freight or Passage apply to BUTTERFIELD & SWIRE.

TELEPHONE CENTRAL 36.

Agents.

CARGO AND PASSENGER CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

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STEAMERS	Days from Hong Kong	Days to Sail
"ORANGE"	9th October	18th October
"TAIPING"	10th October	19th October
"CHANGTIE"	11th October	20th October
"TAIPING"	12th October	21st October

Will call at Hong Kong.

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AMERICAN & MANCHURIAN LINE (ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hong Kong.

"CITY OF WELLINGTON"	Via Suez Canal	5th October
"AGAPENOR"	Via Suez Canal	17th October
"CITY OF KHOS"	Via Suez Canal	29th October
"PYRRHUS"	Via Suez Canal	18th November
"CITY OF PERTH"	Via Suez Canal	30th November

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to Change without Notice.

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HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON

AND

NEW YORK

M.V. "JAPANESE PRINCE" ... 14th October

M.V. "CHINESE PRINCE" ... 8th November

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119



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.

To Yokohama via Shanghai and Kobe.

G. METZINGER ... 9th Oct.

PAUL LEON ... 23rd Oct.

ANDRE LEBON ... 7th Nov.

OHENONBAUX ... 21st Nov.

PORTHOS ... 5th Dec.

ATHOS II ... 19th Dec.

D'ARTAGNAN ... 2nd Jan., 1929

SPHINX ... 16th Jan., 1929

G. METZINGER ... 30th Jan., 1929

D'ARTAGNAN ... 29th Jan., 1929

We can issue Through Tickets to Egypt, Straits Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at Port Said, or Djibouti.

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Cie. des MESSAGERIES MARITIMES.

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Shipping News

Arrivals and Departures, etc.

ARRIVALS.

September 28th.

Apoc, British str., 1,778 tons, Capt. W. Anderson, from Hoihow, with a general cargo, lying at buoy No. B55.—Woo Fat Shing.

Borneo, British str., 1,297 tons, Capt. J. H. van den Berg, from Hoihow, with a general cargo, lying at buoy No. C42.—Shun Tai Co.

Michael Jensen, Danish str., 1,343 tons, Capt. H. L. Pland, from Hoihow, with a general cargo, lying at buoy No. C15.—Chin Seng Hong.

President Cleveland, American str., 14,000 tons, Capt. T. W. Yard, from Shanghai, which port she left on September 28th, with a general cargo, lying at Kowloon Wharf.—Dollar S.S. Line.

Timer Maru, Japanese str., 1,204 tons, Capt. T. Nagamura, from Kowloon, which port she left on September 28th, with a general cargo, lying at buoy No. C63.—M.B.K.

September 29th.

Anking, British str., 2,047 tons, Capt. P. Cole, from Singapore, which port she left on September 28th, with a general cargo, lying at buoy No. A4.—B. & S.

City of Glasgow, British str., 5,321 tons, Capt. W. J. Murray, from Singapore, which port she left on September 28th, with a general cargo, lying at Holt's Wharf.—B. & S.

Deli Maru, Japanese str., 1,293 tons, Capt. K. Yugeta, from Swatow, with a general cargo, lying at Stonecutters.—O.S.K.

Kweiyang, British str., 1,550 tons, Capt. E. M. Gellie, from Hoihow, with a general cargo, lying at buoy No. C34.—B. & S.

Lee Chung, Chinese str., 163 tons, Capt. Lung So, from Shanghai, with a general cargo, lying at Luen Chong Wharf.—Fook Hoi Co.

Malacca Maru, Japanese str., 5,373 tons, Capt. Mokuze Sami, from Singapore, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Meriones, British str., 4,810 tons, Capt. T. W. Hanney, from Swansea via ports, with a general cargo, lying at Holt's Wharf.—B. & S.

Neuken, Norwegian str., 1,770 tons, Capt. R. Fensson, from Singapore, which port she left on Sept. 21st, with a general cargo, lying at buoy No. C47.—Lee Fat Co.

Prosper, Norwegian str., 1,376 tons, Capt. C. W. Engbrechtsen, from Saigon, which port she left on September 23rd, with a general cargo, lying at buoy No. C35.—Karsen Daresen Co.

Song Bo, French str., 730 tons, Capt. J. Bounamou, from Pakhoi, with a general cargo, lying at buoy No. B38.—M.M.

Soochow, British str., 1,594 tons, Capt. Culloch, from Swatow, with a general cargo, lying at buoy No. B12.—B. & S.

Szechuen, British str., 1,664 tons, Capt. J. R. Sheares, from Canton, with a general cargo, lying at buoy No. B9.—B. & S.

Twins, British str., 6,154 tons, Capt. R. W. Hocking, from Calcutta via Straits, with a general cargo, lying at Kowloon Wharf.—Mackenzie & Co.

(Continued on next Column.)

PASSENGERS.

Arrivals.

The following passengers arrived here by a.s. Talma on September 28th from Calcutta, Rangoon and Singapore:—For Hong Kong: Lt. B. E. L. Burton, Mr. Carmichael, Miss Loke Yew, Mr. J. M. Bowen, Mr. R. C. Morton, Mr. Samson, Mr. Chan Hong Mun, Mr. Man Lwee Ho, Mrs. Hin Lou Chee and infant, Mr. Hing Sing and infant, Mr. Lee Poh, Mrs. Tsee Chand and 2 children, Mr. and Mrs. Chan Yin Jang and 2 infants, Miss Ah Kai, Mr. C. Ah Len and infant, Mrs. Wong Ah How, infant, daughter and 2 children, Mrs. Wong Fung, Queen infant, Mr. Lo Chin Weng, Mr. Xuen Lon See, Miss Yuen, Mr. Sin Sang, Mr. Leong Chak Sang, 2 wives and 2 infants, Mrs. Tye Koo, Mrs. Jee Koo, Mr. and Mrs. Wong Long Yue and 2 children, Mr. Cheung Chak Long, Mr. Cheung Chung Keng, Mr. Chow Choy Poh, Mr. Lee Lok Hang, Mr. Lim Seng Kay, Mr. Sin Ewe Choe, Mr. and Mrs. Ho Tok Nin and child, Mr. Mak Yue San, Mr. Topandas, Mr. Wadhvani, Mr. Y. N. Chee, Mr. and Mrs. W. E. Douglas, Master N. H. Douglas, Master I. K. Douglas, Mr. S. Ohara, Mr. H. C. Whittall, Mr. Ye Sue Kuy, Mr. E. C. Barrie, Mr. R. Chooleram, Mrs. M. Humbetel, Mrs. N. W. Ceeha, Capt. E. Jones, Father P. M. Prieto, Father A. Andres, Father E. Blanco, Father V. P. Perez, Mr. J. Paez, Mr. M. Espeleta, Mr. V. Ramos, Mr. R. (Continued on next Column.)

September 30th.

Cheong Shing, British str., 1,256 tons, Capt. D. R. Kilbee, from Canton, with a general cargo, lying at buoy No. C33.—Jardine, Matheson & Co.

Chinhua, British str., 1,333 tons, Capt. J. Benge, from Amoy, with a general cargo, lying at buoy No. B13.—B. & S.

Empress of Canada, British str., 12,811 tons, Capt. S. Robinson, C.B.E., R.N.R., from Manila, which port she left on September 28th, with 80 tons of hemp and rope, lying at Kowloon Wharf.—C.F.R.

Halvard, British str., 1,941 tons, Capt. C. W. Shearer, from Fookchow, with a general cargo, lying at Douglas Wharf.—Douglas, Lapraik & Co.

Hilios, Norwegian str., 1,117 tons, Capt. T. Davidson, from Swatow, with a general cargo, lying at buoy No. B36.—Thoresen & Co.

Hop Sang, British str., 1,359 tons, Capt. W. F. Cooke, from Swatow, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

Kalyan, British str., 1,556 tons, Capt. J. M. Johnstone, from Swatow, with a general cargo, lying at buoy No. B11.—B. & S.

Rangoon Maru, Japanese str., 3,638 tons, Capt. S. Anyaire, from Moji, which port she left on September 28th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Tjilivong, Dutch str., 3,081 tons, Capt. P. A. Vergroesen, from Manila, which port she left on September 27th, with a general cargo, lying at buoy No. A10.—J.C.J.L.

(Continued on next Column.)

CLEARANCES.

September 29th.

Borneo, for Shanghai.

City of Glasgow, for Shanghai.

Deli Maru, for Canton.

Hawaii, for Saigon.

Kalyan, for Swatow.

Kishu Maru, for Swatow.

Meriones, for Shanghai.

President Cleveland, for Manila.

Seistan, for Singapore.

Shan Ling, for Macao.

Soochow, for Canton.

Times Maru, for Canton.

Trigonell, for Whampoa.

Yaching, for Swatow.

September 30th.

Antung, for Swatow.

Leecheung, for Shanghai.

Malacca Maru, for Keelung.

Marilyn, for Canton.

Rangoon Maru, for Singapore.

Shin Hing, for Macao.

Tak Hing, for Antau.

Herrera, Mr. T. Jansalin, Mr. A. Tubino, Mr. C. Fajardo, Mr. A. Valero, Mr. H. Habla, Mr. Y. Blas, Mr. Chan Hick Sing, Mr. Fun Tsi Win, alias Mr. Fun Yee Lao, Mr. Bon Sheng, Mr. Kwan Lee, Mr. C. H. Johnson, Lt. J. L. and Mrs. Bowen, Mrs. E. C. Elser, Capt. and Mrs. W. R. McKay, Master M. W. McKay, Major T. J. L. Thompson, Mr. Tee Chang Pee, Mr. Quirino Uy Quico, Mr. Simplicio Quirino Uy Quico, Mrs. Tan Chik, Master Guillermo Uy Quico, Mr. and Mrs. S. Kawamura, Master I. Kawamura, Master T. Kawamura, Mr. J. H. Bagley, Mr. S. M. Bamp, Dr. P. Potenciano, Mr. F. E. Zuellig, Capt. and Mrs. C. Baire, Mr. Campo, Mr. S. G. Chofre, Mr. J. F. Creedon, Mr. Joe Hall, Mr. T. N. McKianey, Mr. Pedro Perez, Mr. Ranuario Cruz, Master F. A. Urtaun, Mr. Tan Chan Nguen, Mr. Yen Yew Bin, Mr. Lee Wai Tong, Mr. Liao Koon Lau, Mr. Yu Hang Chi, Mr. Chow Lau, Mr. Yu Hang Chi, Mr. Chow Hsin Hsin, Mr. Tung Yun Yau, Mr. Lee Soe Wan, Mr. Chen Poh, Mr. Liang Koon Song, Mr. Chen Chi Wo, Mr. Au Yuen Sang, Mr. Zee Yoon Ming, Mr. Chen Yu Tim, Mr. Tai Ling King, Mr. Chen Ping Zieng, Mr. Chen Ka Kau, Mr. Foo Wo Suen, Mr. Hu Yau Kai, Mr. and Mrs. K. Itakura, Capt. Mrs. I. B. Mayers, Mr. O. and Mrs. K. Campo, Mr. and Mrs. A. Florentino, Mr. B. S. Houston, For Amoy: Mr. and Mrs. Toeh Lep Poon and 2 infants, Mrs. Kang Moh, Mr. Aug Hang Nee, Mr. Lim Peng Soo and child, Mr. Ng Kim Hook. For Shanghai: Master Yeung Sam, Mr. Cheung Nee Lam, Mr. Song Kwee Cheow, Mr. Hu Chi Nan, Mrs. B. Cornfield, For Kobe: Dr. I. Makuda. For Yokohama: Mr. and Mrs. A. C. Bunce and infant.

Departures.

The following passengers left Hong Kong on September 28th by the a.s. Kashgar for London and way ports:—Mr. C. P. Brayshaw, Paym-Lieut. R. St. E. E. Burston, Mr. and Mrs. H. G. Daniele and infant, Miss J. Daniels, Mr. W. Dixon, Mr. and Mrs. R. J. Dunlevy and the Misses Dunlevy, Mr. Lin Chien Chung, Mr. F. B. Marsh, Mr. and Mrs. A. H. Maxwell and Master R. Maxwell, Mr. O. Middle-town, Mr. and Mrs. A. H. Oswald and two infants, Mr. Ouyang Yim Seng, Mr. G. W. W. H. Pain, and Mr. W. Webb.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

SAILINGS, SUBJECT TO ALTERATIONS

TO	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	Wed., 2nd Oct., at 7 a.m.
	"HOPFANG"	Sun., 7th Oct., at 7 a.m.
	"KWAISANG"	Wed., 10th Oct., at 7 a.m.
	"HANGSANG"	Sun., 14th Oct., at 7 a.m.
OSAKA via AMOY, SHAL MOJI & KOBE	"NAMSANG"	Thurs., 11th Oct., at 7 a.m.
CANTON	"HOPSANG"	Mon., 1st Oct., at 8 p.m.
SINGAPORE	"FOOKSANG"	Fri., 6th Oct., at 3 p.m.
STRAITS & CALCUTTA	"HOSANG"	Fri., 12th Oct., at 3 p.m.
TIENTSIN	"CHEONGSHING"	Tues., 2nd Oct., at Noon
SANDEAN	"MAUSANG"	Thurs., 18th Oct., at 3 p.m.

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Motor Vessel "GLENAPP"	(via Oran)	31st Oct.
Motor Vessel "GLENSHIEL"	(via Oran)	14th Nov.
Motor Vessel "GLENBEG"	(via Oran)	14th Dec.

To SHANGHAI, KORE, YOKOHAMA & VLADIVOSTOK

Steamship "CARNARVONSHIRE"	14th Oct.
Motor Vessel "GLENBEG"	29th Oct.
Steamship "PEMBROKESHIRE"	19th Nov.
Steamship "GLENIFFER"	25th Nov.

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Pass. "S. Schlem"	departure 13th Oct.
Freight "S. Schlem"	departure 13th Oct.
Pass. "S. Schlem"	departure 13th Oct.

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JAPAN (Freight steamers)

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Freight "S. Schlem"	due here 13th Oct.
Pass. "S. Schlem"	due here 13th Oct.
Freight "S. Schlem"	due here 13th Oct.
Pass. "S. Schlem"	due here 13th Oct.

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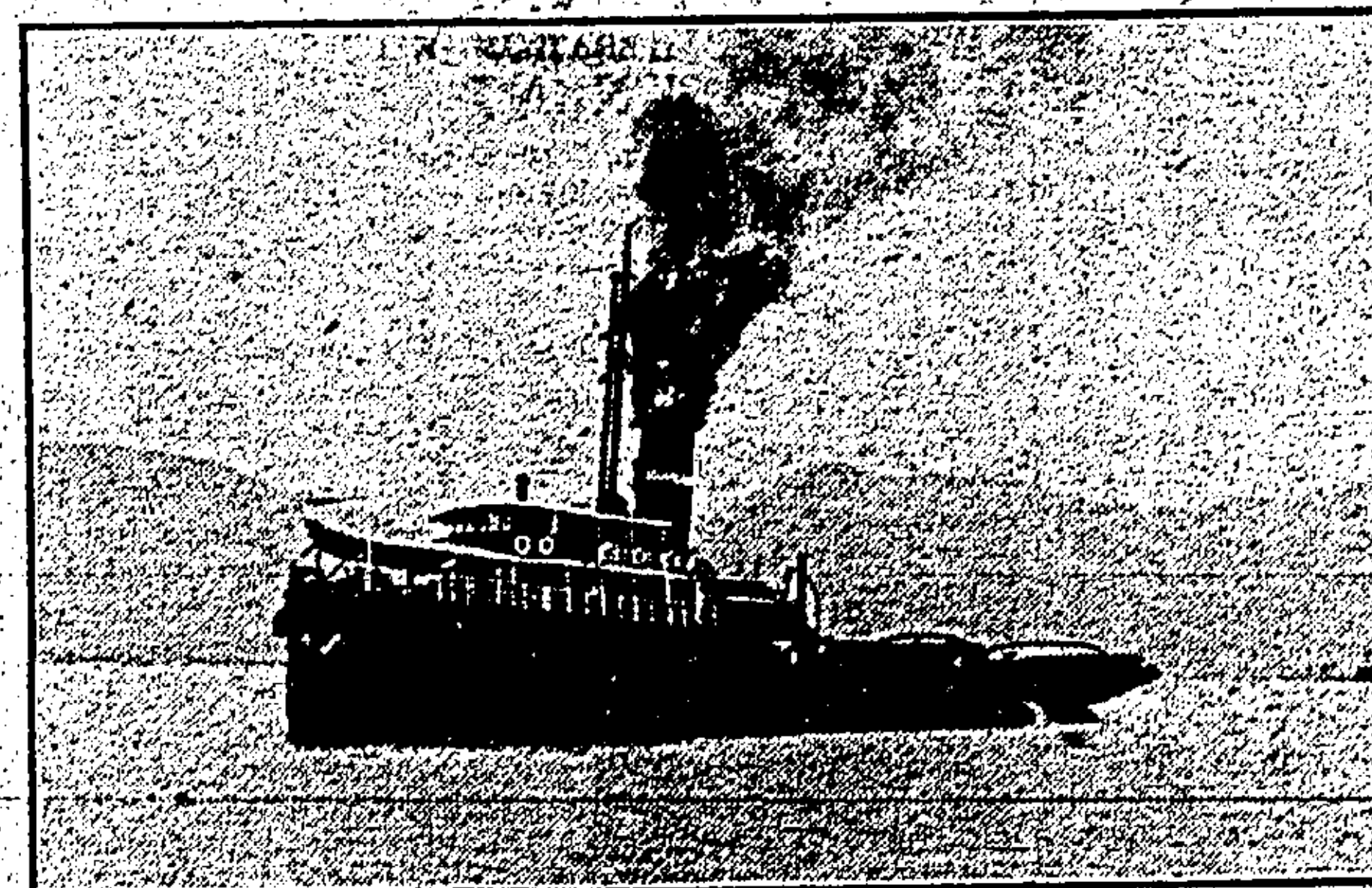
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SAILINGS 1928.

Steamship	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPEROR OF RUSSIA	Oct. 21	Oct. 24	Oct. 27	Oct. 30	Nov. 1
EMPEROR OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPEROR OF FRANCE	Nov. 23	Nov. 26	Nov. 29	Dec. 2	Dec. 15
EMPEROR OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 26
EMPEROR OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Mar. 3
EMPEROR OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 23
EMPEROR OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPEROR OF ASIA	Mar. 23	Mar. 26	Mar. 29	Mar. 31	Apr. 6
EMPEROR OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPEROR OF RUSSIA	May 1	May 4	May 7	May 9	May 13

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Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Oct. 16	Oct. 18	EMPEROR OF RUSSIA	Oct. 19
Oct. 30	Nov. 1	EMPEROR OF ASIA	Nov. 2

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N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES
2100, 2110, 2120, 2130, 2140, 2150, 2160, 2170, 2180, 2190, 2200, 2210, 2220, 2230, 2240, 2250, 2260, 2270, 2280, 2290, 2300, 2310, 2320, 2330, 2340, 2350, 2360, 2370, 2380, 2390, 2400, 2410, 2420, 2430, 2440, 2450, 2460, 2470, 2480, 2490, 2500, 2510, 2520, 2530, 2540, 2550, 2560, 2570, 2580, 2590, 2600, 2610, 2620, 2630, 2640, 2650, 2660, 2670, 2680, 2690, 2700, 2710, 2720, 2730, 2740, 2750, 2760, 2770, 2780, 2790, 2800, 2810, 2820, 2830, 2840, 2850, 2860, 2870, 2880, 2890, 2900, 2910, 2920, 2930, 2940, 2950, 2960, 2970, 2980, 2990, 3000, 3010, 3020, 3030, 3040, 3050, 3060, 3070, 3080, 3090, 3100, 3110, 3120, 3130, 3140, 3150, 3160, 3170, 3180, 3190, 3200, 3210, 3220, 3230, 3240, 3250, 3260, 3270, 3280, 3290, 3300, 3310, 3320, 3330, 3340, 3350, 3360, 3370, 3380, 3390, 3400, 3410, 3420, 3430, 3440, 3450, 3460, 3470, 3480, 3490, 3500, 3510, 3520, 3530, 3540, 3550, 3560, 3570, 3580, 3590, 3600, 3610, 3620, 3630, 3640, 3650, 3660, 3670, 3680, 3690, 3700, 3710, 3720, 3730, 3740, 3750, 3760, 3770, 3780, 3790, 3800, 3810, 3820, 3830, 3840, 3850, 3860, 3870, 3880, 3890, 3900, 3910, 3920, 3930, 3940, 3950, 3960, 3970, 3980, 3990, 4000, 4010, 4020, 4030, 4040, 4050, 4060, 4070, 4080, 4090, 4100, 4110, 4120, 4130, 4140, 4150, 4160, 4170, 4180, 4190, 4200, 4210, 4220, 4230, 4240, 4250, 4260, 4270, 4280, 4290, 4300, 4310, 4320, 4330, 4340, 4350, 4360, 4370, 4380, 4390, 4400, 4410, 4420, 4430, 4440, 4450, 4460, 4470, 4480, 4490, 4500, 4510, 4520, 4530, 4540, 4550, 4560, 4570, 4580, 4590, 4600, 4610, 4620, 4630, 4640, 4650, 4660, 4670, 4680, 4690, 4700, 4710, 4720, 4730, 4740, 4750, 4760, 4770, 4780, 4790, 4800, 4810, 4820, 4830, 4840, 4850, 4860, 4870, 4880, 4890, 4900, 4910, 4920, 4930, 4940, 4950, 4960, 4970, 4980, 4990, 5000, 5010, 5020, 5030, 5040, 5050, 5060, 5070, 5080, 5090, 5100, 5110, 5120, 5130, 5140, 5150, 5160, 5170, 5180, 5190, 5200, 5210, 5220, 5230, 5240, 5250, 5260, 5270, 5280, 5290, 5300, 5310, 5320, 5330, 5340, 5350, 5360, 5370, 5380, 5390, 5400, 5410, 5420, 5430, 5440, 5450, 5460, 5470, 5480, 5490, 5500, 5510, 5520, 5530, 5540, 5550, 5560, 5570, 5580, 5590, 5600, 5610, 5620, 5630, 5640, 5650, 5660, 5670, 5680, 5690, 5700, 5710, 5720, 5730, 5740, 5750, 5760, 5770, 5780, 5790, 5800, 5810, 5820, 5830, 5840, 5850, 5860, 5870, 5880, 5890, 5900, 5910, 5920, 5930, 5940, 5950, 5960, 5970, 5980, 5990, 6000, 6010, 6020, 6030, 6040, 6050, 6060, 6070, 6080, 6090, 6100, 6110, 6120, 6130, 6140, 6150, 6160, 6170, 6180, 6190, 6200, 6210, 6220, 6230, 6240, 6250, 6260, 6270, 6280, 6290, 6300, 6310, 6320, 6330, 6340, 6350, 6360, 6370, 6380, 6390, 6400, 6410, 6420, 6430, 6440, 6450, 6460, 6470, 6480, 6490, 6500, 6510, 6520, 6530, 6540, 6550, 6560, 6570, 6580, 6590, 6600, 6610, 6620, 6630, 6640, 6650, 6660, 6670, 6680, 6690, 6700, 6710, 6720, 6730, 6740, 6750, 6760, 6770, 6780, 6790, 6800, 6810, 6820, 6830, 6840, 6850, 6860, 6870, 6880, 6890, 6900, 6910, 6920, 6930, 6940, 6950, 6960, 6970, 6980, 6990, 7000, 7010, 7020, 7030, 7040, 7050, 7060, 7070, 7080, 7090, 7100, 7110, 7120, 7130, 7140, 7150, 7160, 7170, 7180, 7190, 7200, 7210, 7220, 7230, 7240, 7250, 7260, 7270, 7280, 7290, 7300, 7310, 7320, 7330, 7340, 7350, 7360, 7370, 7380, 7390, 7400, 7410, 7420, 7430, 7440, 7450, 7460, 7470, 7480, 7490, 7500, 7510, 7520, 7530, 7540, 7550, 7560, 7570, 7580, 7590, 7600, 7610, 7620, 7630, 7640, 7650, 7660, 7670, 7680, 7690, 7700, 7710, 7720, 7730, 7740, 7750, 7760, 7770, 7780, 7790, 7800, 7810, 7820, 7830, 7840, 7850, 7860, 7870, 7880, 7890, 7900, 7910, 7920, 7930, 7940, 7950, 7960, 7970, 7980, 7990, 8000, 8010, 8020, 8030, 8040, 8050, 8060, 8070, 8080, 8090, 8100, 8110, 8120, 8130, 8140, 8150, 8160, 8170, 8180, 8190, 8200, 8210, 8220, 8230, 8240, 8250, 8260, 8270, 8280, 8290, 8300, 8310, 8320, 8330, 8340, 8350, 8360, 8370, 8380, 8390, 8400, 8410, 8420, 8430, 8440, 8450, 8460, 8470, 8480, 8490, 8500, 8510, 8520, 8530, 8540, 8550, 8560, 8570, 8580, 8590, 8600, 8610, 8620, 8630, 8640, 8650, 8660, 8670, 8680, 8690, 8700, 8710, 8720, 8730, 8740, 8750, 8760, 8770, 8780, 8790, 8800, 8810, 8820, 8830, 8840, 8850, 8860, 8870, 8880, 8890, 8900, 8910, 8920, 8930, 8940, 8950, 8960, 8970, 8980, 8990, 9000, 9010, 9020, 9030, 9040, 9050, 9060, 9070, 9080, 9090, 9100, 9110, 9120, 9130, 9140, 9150, 9160, 9170, 9180, 9190, 9200, 9210, 9220, 9230, 9240, 9250, 9260, 9270, 9280, 9290, 9300, 9310, 9320, 9330, 9340, 9350, 9360, 9370, 9380, 9390, 9400, 9410, 9420, 9430, 9440, 9450, 9460, 9470, 9480, 9490, 9500, 9510, 9520, 9530, 9540, 9550, 9560, 9570, 9580, 9590, 9600, 9610, 9620, 9630, 9640, 9650, 9660, 9670, 9680, 9690, 9700, 9710, 9720, 9730, 9740, 9750, 9760, 9770, 9780, 9790, 9800, 9810, 9820, 9830, 9840, 9850, 9860, 9870, 9880, 9890, 9900, 9910, 9920, 9930, 9940, 9950, 9960, 9970, 9980, 9990, 10000.

San Francisco via Shanghai, Japan Ports & Honolulu
SIBERIA MARU (Calla Kooling & Los Angeles) Tuesday, 2nd Oct., 10 a.m.
TAYO MARU (Calla Nagasaki) ... Tuesday, 18th Oct.
TENYO MARU ... Tuesday, 30th Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.
FUSHIMI MARU ... Saturday, 6th Oct.
HAKOZAKI MARU ... Saturday, 20th Oct.

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU ... Wednesday, 24th Oct.
MISHIMA MARU (Calla Zamboanga) ... Wednesday, 31st Nov.

BOMBAY via Singapore, Penang & Colombo.
AWA MARU ... Thursday, 11th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.
BAKUYO MARU ... Monday, 12th Nov.

SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Ports.
KANAGAWA MARU ... Tuesday, 9th Oct.

NEW YORK and BOSTON via PANAMA.
TOBA MARU ... Sunday, 21st Oct.

LIVERPOOL via Port Said, Genoa & Marseilles.
LIMA MARU (Calla Glasgow) ... Sunday, 21st Oct.

CAIRO via Singapore, Penang & Bangkok.
GENOA MARU ... Monday, 8th Oct.

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... Friday, 19th Oct.

SHANGHAI, KOBE & YOKOHAMA.
TOYOKO MARU ... Wednesday, 3rd Oct.

Subject to alteration without notice.
For further information, apply to
NIPPON YUSEN KAISHA
Telephone Central No. 292 (Private exchange to all Dep'ts.)

Shipping News Week-End Statement, Waterfront News, Vessels Expected, etc.

WEEK-END FREIGHT RETURNS.

LOCAL IMPORTS AND THROUGH FREIGHTS VERY GOOD.

THIRTY-TWO ARRIVALS.

The cargo returns for Hong Kong and ports beyond during the week-end were very good. Local imports amounted to 31,000 tons, while through freights totalled over 34,000 tons for the two days. The cargo returns were good for Saturday while yesterday's showed an increase on both totals. British vessels were outstanding as cargo carriers, and were best importers. A British vessel also carried the heaviest through cargo in yesterday's returns. Thirty-two arrivals and twenty-three departures were shown for the period under review of which sixteen arrivals and nine departures were British ships.

Saturday's Figures.

Fifteen arrivals and twelve departures were reported for the period ending Saturday 9 a.m. There were seven British arrivals and four departures. Fourteen vessels discharged 18,314 tons of local imports of which 10,350 were contributed by six British ships. The best carrier was the s.s. *Apsey* (British) from Port Kaituma and Hoihow with 3,800 tons of coal. The s.s. *Michael Johnson* (Danish) from Bangkok and Hoihow had 2,771 tons of rice and general cargo. Seven vessels carried 30,939 tons of through freights of which four British ships carried 8,500 tons. The best carrier was the s.s. *Erinland* (German) from Hamburg and Singapore with 6,439 tons of general cargo. The s.s. *Temba Maru* from Bombay and Singapore carried 5,950 tons of general cargo.

Yesterday's Statement.

For the period ending 9 a.m. yesterday, seventeen arrivals and eleven departures were shown, of which nine arrivals and five departures were British. British ships were shown as best cargo carriers for both Hong Kong and through ports.

Sixteen vessels had 13,430 tons of cargo for this port of which eight British ships contributed a total of 3,402 tons. The best carrier was the s.s. *Kalgan* (British) with 2,545 tons of rice and lumber. The s.s. *Tjiluwong* (Dutch) discharged 2,138 tons of general cargo.

Through freights carried by ten ships amounted to 33,392 tons, of which six British vessels carried 19,688 tons. The best carrier was the s.s. *Meriones* (British) from Swansea and Singapore with 7,741 tons, while the s.s. *Malacca Maru* from Calcutta and Singapore had 6,816 tons. The s.s. *Taiwa* (British) from Calcutta and Singapore also carried 6,445 tons.

The arrivals and departures during the week-end were as follows:

	Arr.	Dep.
British	16	9
French	1	1
Danish	1	0
German	1	1
Japanese	4	6
Chinese	4	4
Dutch	1	1
Norwegian	4	0
American	0	1
Total	32	23

VESSELS EXPECTED.

Australian-Oriental Line.

Changie, Oct. 5th.

Taipei, Nov. 5th.

Bank Line.

City of Khios, to-morrow.

City of Wellington, October 5th.

City of Eastbourne, October 10th.

City of Mobile, October 17th.

City of Perth, Oct. 30th.

City of Chester, Nov. 24th.

City of Lahore, Dec. 8th.

City of Madras, Dec. 22nd.

Line Funnel Line.

Sarpedon, October 5th.

Protesilaos, October 6th.

Aspynas, October 10th.

Canfa, October 15th.

Calchys, October 16th.

Tathylus, October 17th.

Agapenor, October 18th.

Dionysos, October 20th.

Eurylochus, October 20th.

Pyrrhus, October 24th.

Patroclus, October 31st.

Cyclops, November 6th.

Ision, November 6th.

Deucalion, November 8th.

Perseus, November 12th.

Menelaus, Nov. 13th.

Hector, Nov. 14th.

Helene, Nov. 17th.

Titan, Nov. 20th.

Tyndareus, Nov. 25th.

Asphalion, Nov. 27th.

Glauca, Nov. 30th.

Telemachus, Dec. 8th.

Philoctetes, Dec. 9th.

Dardanus, Dec. 12th.

Idar, Dec. 17th.

Thebes, Dec. 28th.

Atrous, Dec. 29th.

British-India and Apsar Line.

Takada, to-morrow.

Talamba, Oct. 11th.

Takliwa, Oct. 17th.

Canara, Oct. 25th.

Talwa, Oct. 30th.

Canadian Pacific Line.

Empress of Russia, Oct. 15th.

Empress of Asia, Oct. 29th.

Empress of Canada, Nov. 19th.

Dodwell & Co.

Dollar S.S. Line.

President Lincoln, to-day.

East Asiatic Co., Copenhagen.

Chile, Oct. 15th.

Malaya, Oct. 24th.

Afrika, Nov. 6th.

Siam, Dec. 2nd.

Daymark, Dec. 30th.

Eastern and Australian Lines.

Arafura, Oct. 12th.

Tanda, Nov. 5th.

St. Albans, Dec. 3rd.

Glen Line.

Carnarvonshire, October 14th.

Glenbeg, October 28th.

Glenapp, Oct. 31st.

Pembroke, Nov. 12th.

Gleniffer, Nov. 25th.

Hamburg-America Line and

Hugo Stinnes Linie.

Carl Legien, Oct. 9th.

Burgundian, Oct. 11th.

Ruhr, October 28th.

Sachsen, Nov. 11th.

Duisburg, Nov. 23rd.

Oldenburg, Dec. 8th.

Java-China-Japan Line.

POST OFFICE NOTICE

INWARD MAILS.

From	Pay	Due
MANILA ...	Pay Lincolns	1st Oct.
SHANGHAI & AMOY ...	Pay Lincolns	1st Oct.
SHANGHAI & HONGKONG ...	Pay Lincolns	1st Oct.
AMOY ...	Pay Lincolns	1st Oct.
JAPAN & SHANGHAI ...	Pay Lincolns	1st Oct.
AMERICA & MANILA ...	Pay Lincolns	1st Oct.
JAPAN & SHANGHAI ...	Pay Lincolns	1st Oct.
JAPAN & SHANGHAI ...	Pay Lincolns	1st Oct.
U.S.A. & SHANGHAI ...	Pay Lincolns	1st Oct.

OUTWARD MAILS.

For	Pay	Days & Times
Shanghai & Europe via Siberia ...	Pay Lincolns	Monday, 1st, 10.30 A.M.
Shanghai, Japan & Victoria, B.C. ...	Pay Lincolns	Monday, 1st, 5.00 P.M.
Shanghai, Japan & Victoria, B.C. ...	Pay Lincolns	Monday, 1st, 5.00 P.M.
Shanghai, Japan & Victoria, B.C. ...	Pay Lincolns	Monday, 1st, 5.00 P.M.
Shanghai, Japan & Victoria, B.C. ...	Pay Lincolns	Monday, 1st, 5.00 P.M.
Shanghai, Japan & Victoria, B.C. ...	Pay Lincolns	Monday, 1st, 5.00 P.M.
Shanghai, Japan & Victoria, B.C. ...	Pay Lincolns	Monday, 1st, 5.00 P.M.
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Shanghai, Japan & Victoria, B.C. ...	Pay Lincolns	Monday, 1st, 5.00 P.M.
Shanghai, Japan & Victoria, B.C. ...	Pay Lincolns	Monday, 1st, 5.00 P.M.

*Correspondence bearing vessel's name only.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
 Issued and Fully Paid \$50,000,000
 Reserve Funds \$25,000,000
 Sterling \$14,000,000
 Silver \$11,000,000
 Reserve Liability of Pro-
 prietors \$30,000,000

HEAD OFFICE: HONG KONG.

Court of Directors:
 A. H. CROFTON, Esq.,
 Chairman.
 N. R. BROWN, Esq.,
 Deputy Chairman.
 Hon. Mr. R. D. F. ...
 Hon. Mr. E. H. ...
 Hon. Mr. C. G. ...
 Hon. Mr. ...
 Chief Manager:
 Hon. Mr. A. C. HYNES.

Branches:
 Amoy, Hong Kong, Peking,
 Shanghai, Swatow, Canton,
 Hankow, Tientsin, Harbin,
 London, Lyons, San Francisco,
 Yokohama, Kobe, Singapore,
 Rangoon, Calcutta, Bombay,
 Madras, Ceylon, Java, Batavia,
 Hong Kong, 10th Sept. 1928.

CURRENT ACCOUNTS opened in
 Local Currency and FIXED DE-
 POSITS received for one year or
 shorter periods in Local Currency
 and Sterling on terms which will
 be quoted on application.
 Hong Kong, 10th Sept. 1928.

HONG KONG SAVINGS BANK.

THE Business of the above Bank
 is conducted by the HONG
 KONG & SHANGHAI BANK-
 ING CORPORATION. Rules may
 be obtained on application.
 For the HONG KONG & SHANGHAI
 BANKING CORPORATION,
 A. C. HYNES,
 Chief Manager.
 Hong Kong, 13th Sept. 1928.

EQUITABLE EASTERN BANK-
ING CORPORATION.

CAPITAL, SURPLUS AND
 UNDIVIDED PROFITS
 U.S. \$3,500,000.00
 HEAD OFFICE:
 37, WALL STREET,
 NEW YORK.

An American Bank offering complete
 Foreign Banking Service in the
 principal markets of the world.
 Interest Allowed on all Deposits.
 Rates on Application.

A Subsidiary of
THE EQUITABLE TRUST COM-
PANY OF NEW YORK.

Total Resources in excess of U.S.
 \$537,000,000.00.
 D. M. BIGGAR,
 Manager.
 281

NEDERLANDSCHE HANDEL-
MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)
 ESTABLISHED 1914.

HONG KONG OFFICE: 11, QUEEN'S ROAD,
CENTRAL.

Authorized Capital, Guilders 150,000,000.
 Paid-Up Capital, Guilders 80,000,000.
 Reserve Fund, Guilders 40,000,000.
 Head Office: AMSTERDAM.
 Eastern Head Office: BATAVIA.

BRANCHES: Batavia, Bencoolen, Bontoe, Borneo,
 Calcutta, Canton, Cebu, Hong Kong,
 Kobe, London, Lyons, Manila, Peking,
 Rangoon, Singapore, Shanghai, Soerabaya,
 Swatow, Tientsin, Yokohama.
 Head Office: AMSTERDAM.
 Eastern Head Office: BATAVIA.

London Bankers: National Provincial
 Bank, Ltd.
 Correspondents all over the world.
 Banking Business of every description
 transacted.
 O. STEENSTRA,
 Manager.
 Hong Kong, 30th Aug. 1928.

THE YOKOHAMA SPECIE BANK,
LIMITED.

Capital fully paid up ... Yen 100,000,000
 Reserve Fund ... Yen 102,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:
 Alexandria, Honolulu, Saigon,
 Batavia, Kaituma, Soerabaya,
 Bombay, Karachi, San Fran-
 cisco, Buenos Aires, Lima,
 Calcutta, London, Lyons,
 Canton, Los Angeles, Semarang,
 Cheongchun, Manila, Shanghai,
 Hankow, Peking, Singapore,
 Harbin, Rangoon, Soerabaya,
 Hong Kong, Yokohama.
 Interest allowed on Current Accounts.
 Deposits received for Fixed Periods at
 rates to be obtained on application.

H. MORI, Manager.

Hong Kong 11th Sept. 1928.

CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER
 1853.

HEAD OFFICE: LONDON.

Paid-up Capital \$1,000,000
 Reserve Fund \$2,000,000
 Reserve Liability of Pro-
 prietors \$3,000,000

Branches:
 Amoy, Hong Kong, Peking,
 Shanghai, Swatow, Canton,
 Hankow, Tientsin, Harbin,
 London, Lyons, San Francisco,
 Yokohama, Kobe, Singapore,
 Rangoon, Calcutta, Bombay,
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 Hong Kong, 10th Sept. 1928.

BANQUE FRANCO-CHINOISE
POUR LE
COMMERCE ET L'INDUSTRIE.

(Incorporated in France.)

Princes Building, Chater Road,
 Victoria, Hong Kong.

HEAD OFFICE:

74, Rue St. Lazare, Paris.

Capital fully paid up ... Frs. 50,000,000
 Special Working Capital ... Frs. 50,000,000
 Reserve Fund ... Frs. 22,519,000

Paris, Lyons, Hong Kong,
 Canton, Shanghai, Hankow,
 Peking, Tientsin, Soerabaya,
 Yunnan.

Branches:
 Amoy, Hong Kong, Peking,
 Shanghai, Swatow, Canton,
 Hankow, Tientsin, Harbin,
 London, Lyons, San Francisco,
 Yokohama, Kobe, Singapore,
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 Hong Kong, 10th Sept. 1928.

THE MERCANTILE BANK OF
INDIA, LIMITED.

HEAD OFFICE:
 15, Gracechurch Street, London,
 E.C. 3.

Authorized Capital \$5,000,000
 Subscribed Capital \$1,500,000
 Paid-up Capital \$1,500,000
 Reserve Fund and Profit \$1,500,000

Branches:
 Amoy, Hong Kong, Peking,
 Shanghai, Swatow, Canton,
 Hankow, Tientsin, Harbin,
 London, Lyons, San Francisco,
 Yokohama, Kobe, Singapore,
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